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(ESTABLISHED 1891).

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THE LAST WORD
KNOX MARINE
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REUTER'S TELEGRAMS.

THE PRICE OF COAL.

DEBATE IN HOUSE OF COMMONS.

London, May 13.
In the House of Commons, Mr. Bruce moved the adjournment to draw attention to the increased price of domestic coal, which he asked the Government not to impose. He approved of the reasons for the increase in industrial coal. Sir Robert Horne, replying, said the present was the most convenient season to start the policy of termination of the coal subsidies. While the miners were not entirely free from blame as regards production, the coal owners were showing a lack of energy, owing to the unsettled situation in consequence of the agitation for nationalisation. He did not consider that the latter would produce equally good results as private enterprise. American coal, which was not available last winter owing to the coal strike, was now entering the European markets in considerable quantities and was being sold in France for less than British coal. It was impossible to predict what the future export profits would be. Therefore there was all the more reason to put the coal used in Great Britain on a sound foundation.

The motion was defeated by 183 votes to 49.

ALIENS BILL.

SOME IMPORTANT PROVISIONS.

London, May 12.
The Aliens Naturalisation Bill, which is being introduced in the House of Lords by Lord Stanhope, has been published. Inter alia, the measure provides that no alien may be appointed to the Civil Service nor as Master, Chief Officer or Chief Engineer of a British merchant vessel registered in the United Kingdom, exceptions being made those who have performed faithful service in the war. Aliens are also debarred from holding pilotage certificates, exception being made in the case of French nationals using the ports of Newhaven and Grimsby. Special clauses have been inserted providing for equal powers of naturalisation for British possessions, subject to a proviso in the case of the Dominions that the measure be adopted by the Legislatures of the Dominions.

EX-GERMAN MERCHANTMEN.

AN INTERESTING STATEMENT.

London, May 12.
In the House of Commons, replying to Mr. Alfred Davies, Mr. Wilson said excluding the ships captured by joint British and Allied forces and the ships condemned as to part only of their interest, and numerous miscellaneous small craft, the total number of ex-enemy merchantmen over 500 tons so far condemned in British Prize Courts is 98. With the exception of ships retained by the Overseas Governments, these had been run on British Government account. The sale of fifteen of these vessels realised £1,500,000. The trading results were not available.

THE IRISH PROBLEM.

NEW MEASURES BEING TAKEN.

London, May 12.
In the House of Commons, replying to Mr. O'Neill, Mr. Bonar Law stated that General Macready had already taken most important steps to ensure greater co-operation between the police and military in Ireland, and yesterday he made many other suggestions to the Cabinet, all of which will be carried out. General Macready believed the changes would have a speedy effect. Mr. Bonar Law emphasised that the Government would take any action which it believed would tend to restore decent conditions in Ireland.

BRITAIN'S HEAVY TAXES.

A LESSON TO THE WORLD.

London, May 12.
The House of Commons passed the second reading of the Finance Bill without a division. Mr. Baldwin, Secretary to the Treasury, winding up the debate, disagreed with those who thought that the Chancellor was trying to do too much and that we were robbing ourselves now for the benefit of posterity. The knowledge that the British were willingly taxing themselves so heavily this year would have the greatest effect in making the world realise that we were going to set our house in order.

UKRAINIANS OCCUPY ODESSA.

London, May 12.
It is officially announced that the Ukrainians have occupied Odessa.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

SINGAPORE HONOURS.

Singapore, May 13.
Governor and Lady Guillemard held their first "At Home" at Government House last evening. The Governor decorated the Colonial Treasurer, Mr. Pountney, with the C.B.E., and also presented the O.B.E. to Mr. W. Bartley. There was a large attendance including the Sultan of Perak.

TROUBLE ON A TRANSPORT.

MARINE COURT CASE.

Eleven of the crew of H. M. transport Huntland were charged this morning in the Marine Court before Captain Basil Taylor, R. N. Marine Magistrate, for damaging the baggage room of the vessel in Singapore harbour, and by reason of drunkenness omitting to do lawful act required to be done by them on the 6th instant contrary to Section 220, Sub Sections A and B, of the Merchant Shipping Act of 1894.

Mr. F. B. L. Bowley, appeared for Captain Stuart, of the Huntland, who is the complainant in the case.

At the last hearing of the case, yesterday afternoon, the men expressed a desire to obtain the services of a solicitor and the case was adjourned in order to give them the opportunity of doing so.

No solicitor appeared this morning for the defendants and the case was adjourned for an hour to enable them to get one.

Inspector Gordon explained that the defendants had been locked up all night. If their friends had taken any interest in them they would have had a solicitor there this morning.

Eventually Mr. Rowan was engaged.

Mr. Bowley asked leave to add another charge, that of being absent without leave on May 6.

Captain Stuart said that he reached Singapore on May 6th at noon. He had difficulty in keeping steam, half an hour after leaving harbour. This was at 12.30. There was a strong tide running and there might have been serious damage. The Chief Engineer came to the bridge and said he thought it would be impossible to keep steam as the men were in a hopeless state. The complainant was navigating narrow waters and there was considerable risk. All the time the ship was being swept off the course, which was very dangerous.

Cross-examined by Mr. Rowan, the complainant said that the chief engineer, when he came on board, did not mention any names. He said he doubted if steam could be kept up as the men were hopelessly intoxicated. Complainant knew that the thirteen defendants were drunk, as he sent for the list. He suspected the first defendant as being the ringleader, as the baggage lost was found in his drawer. He suspected the seventh defendant as he was an out-and-out bad man. He was very talkative that morning.

Mr. Rowan: Simply because he was talkative?

Complainant: No, simply because he was a rogue. I can give you many specific instances of what he did. He threatened to stab the ship's cook with a knife. The collars were found in the first defendant's drawer.

Continuing, complainant said Singapore harbour was a dangerous harbour, but near the approaches the vessel could go full speed. There was a difference between going out and coming in. Going out it was prudent to go fast.

Captain Taylor (to Mr. Rowan): Allow me to point out that the faster the vessel goes the easier it is to steer. It is therefore prudent to go fast, when going out.

The fourth officer of the vessel, examined, said he was the officer told off to assist over the military baggage. The baggage room was on the upper deck. The only way was through the hatch and the main deck. The No. 3 hatch was battered down. On the morning of the 6th May he found several cases of wines and spirits had been ransacked, as well as some of the baggage of the officers. He reported this to the Chief Officer. The Chief Officer and himself went down to the hold. A sentry was posted on No. 3 upper deck and another one on the main deck. The opinion that he formed on

THE VOLUNTEERS.

LAST NIGHT'S VOTING.

Balloting for officers and N.C.O.'s of the following Companies took place at Volunteer Headquarters last night and resulted thus:

Scottish Company: Lt. G. H. Gordon, Sergt. T. W. Hill, Corporals M. Raiton, and J. McHutchison. Lance-Corporals A. G. Simpson, D. J. Purvis and W. J. Crawford.

Light Infantry and Infantry Companies: Company Commander G. E. Stewart, Lieut. F. C. Hall, Sergeants T. P. M. Berrin and W. H. Edmonds, Corporals Macdonald, C. A. Grimes and S. Lobel, Lance-Corporals P. S. Cassidy, G. H. Haskett and E. R. Dover.

Mounted Infantry: Sergeant G. C. Maxon, Corporal H. B. L. Dowbiggin.

BOUND FOR TIENTSIN.

INDIAN BATTALION HERE.

H. M. transport Huntland, which is at present in port, is carrying the Second Battalion of the 255th Coy. of the Frontier Force, to Tientsin. The Battalion has been stationed in Delhi, India, for two years, and was formed in Unbala, the Punjab Province, six months before its transfer to Delhi. The Battalion is expected to be in Tientsin for three years. It is commanded by Major de Crespigny, M.C. The other officers are Colonel Finnis, Captain Staileman, Lieutenants Bateman, Jones, and Ellis.

The Battalion consists of one company of Sikhs, two companies of Pathans, and one of Dogras. It has seen no active service. Its strength is some 700 rank and file. It goes to Tientsin to relieve the 18th Infantry.

FATAL ACCIDENT.

The Sham Shui Po Police a few days ago were called on to investigate a fatal accident. A Chinese workman at the Sham Shui Po Quarry was the victim. He was suffocated by a fall of earth whilst he was at work in one of the tunnels. As he was the only man in the tunnel at the time, the accident occurred unnoticed until a few hours later, when he was missed. On going into the tunnel, the searchers were surprised to see a mound of earth right across the width of the excavation. On digging away the earth they came across the body of the unfortunate man. There were no marks of injury on his person, and it is surmised that whilst picking away at the side of the tunnel, the earth fell in an avalanche on top of him, and though not killed by its force, he met his death by suffocation. The remains were removed to the mortuary.

examination of the hold was that the lower twin hatch was pried open from below. After leaving Bombay the hatch was battened down. Everything was in order on the evening of the 5th. The chief officer, Mr. Basil Ray, said he made an inspection of the baggage room with the fourth officer on the morning of the 6th May after breakfast. Immediately below the hold he found a lot of straw, some empty wine bottles and empty wine cases. One case had the mark of the 55th Rifles Mass. The officers' kit and other things were in the baggage room. He searched the greaser's drawers and found six collars belonging to Lieut. W. C. Ellis.

The case is proceeding.

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POLICE PAY.

NEW RATES DON'T SATISFY.

The European Lance-Sergeants of the Hongkong Police Force (previously designated constables) are not satisfied with the new scale of pay, and we hear that a meeting of these men is called for to-morrow at noon, in the Police Library, to consider what shall be done.

These Lance-Sergeants have been enjoying an increase of twenty per cent. on their salaries pending the receipt of the report on the Civil Service Salary Commission's recommendations. Although the new scale of pay authorised by the Secretary of State for the Colonies confers an increase of about forty per cent. the Lance-Sergeants are not happy over it.

The principal grievance is that what has been given with one hand has been taken away with another, and on the whole there is extremely little benefit conferred. The elimination of allowance is a big factor. Lance-Sergeants when on extra duty previously got a dollar an hour during the day and more at night. The extra duty was at the Theatres, guarding bullion for the Bank when such bullion was on transport, and other guard duty for corporations. Under the new scheme there is no extra pay for such duties. On an average the Lance-Sergeants used to make in these extra duties, on an average, \$40 a month, while those in the Water Police earned much more than those on land.

Again it is argued that previously these men were drawing 80 per cent. of their pay at the rate of 1s. 9d. to the dollar, but now they will get paid at a flat rate of 2s. Under the new scheme Lance-Sergeants as already announced, will get £160 per annum, and this, in view of the fact that there is going to be no extra money for extra work, is tantamount to practically no increase for the men.

The Captain Superintendent has given his permission for the holding of the meeting by the Lance-Sergeants, and the decision to be arrived at on Saturday will be duly communicated to him.

There are about seventy Lance-Sergeants in the Police Force, of whom about thirty are new recruits. The men have not quite made up their minds whether to accept the new terms, but it is forecasted that they will ask that they be given the allowances that they have previously enjoyed.

PAISLEY ELECTION EXPENSES.

Election expenses at Paisley have been returned as follows: Mr. Asquith (L.), £932 7s.; Mr. Biggar (Lab.), £859 4s.; Mr. Mackenzie (C.D.), £875 14s.

OLD EXCUSES.

BY OPIUM SMUGGLERS.

That well-known plea advanced by smugglers of arms and opium, "ignorance of the regulations, is apt to become monotonous by too frequent repetitions.

When a Chinese stood before Mr. R. O. Hutchison, at the Police Court this morning, on a charge of attempting to import 17 tubes of Java opium, and gave the favourite story, His Worship, with some irritation, exclaimed: "Surely you ought to know the regulations."

Evidence having been given of the arrest, the prisoner was fined \$25.

Another Chinese who stuck to the story of "being given the opium to carry" was fined \$500, or three months, by the same Magistrate. The amount of drug found on his person at the time of his arrest, on the Canton wharf, was 10 taels, which was confiscated in consequence of an order from his Worship.

DAY BY DAY.

A Chinese workman was today given two weeks for the larceny of a piece of metal from the Taikoo Sugar Refinery.

At the instance of Captain Walker, of the steamer Kwang-tong, a Chinese employed on the vessel was charged at the Police Court this morning with the larceny of various edibles. That the prisoner had widely diversified tastes was proved by the fact that he committed indiscriminate assaults on all kinds of cargo on board, from eggs, mangoes, cucumber etc., to salt fish. It was thought that as he was in the service of the Indian watchman, the latter might have employed him as a cat-paw. A sentence of 14 days' hard labour was passed.

It was a "fishy" story that two men related to the Magistrate at the Police Court this morning when they offered evidence against a Chinese who was charged with being a rogue and vagabond. The first man, an Indian constable, stated that at 11.30 o'clock last night he heard a whistle being blown in the direction of the Hongkong and Shanghai Bank. He ran up and saw the prisoner in the hands of the watchman of the bank. The watchman, who was the other witness, in his turn, said that he caught the prisoner fumbling with the locks of the bank building. He did not summon aid by blowing his whistle. There was a contradiction shown between the stories of the two men which made his Worship inclined to the belief shared by the prisoner that it was a trumped-up case. The man was accordingly discharged.

BEGGAR NUISANCE.

A FATHER'S DODGE.

The reputation which the Colony has attained as a paradise for beggars has increased the duties of the Police, who, to check the over-growing number of mendicants in the Colony, have deputised Sergeant McAlvey to look after this particular section of the colony's nuisances. In his capacity as the "Terror of all Beggars," the Sergeant has, figuratively speaking, won many scalps. Being on the war-path yesterday, he was the means of exposing another of the tricks which one cunning beggar has practised, much to his pecuniary benefit.

This man had a small boy, his son, who was taught to crawl on his hands and knees in the streets, this posture serving to display on his back a scroll on which the pathetic story of being an orphan without means of self-support was advertised. The hopeful father used to walk a few paces behind his child, and, needless to relate, catch the cents that were flung by compassionate passers-by.

Yesterday, being his unlucky day, he was seen by Sergt. McAlvey, who brought both father and son to the Police Station, where the relationship between the two was established. The man was a hefty-looking individual, who looked as if he could follow a better profession than begging.

It was stated at the Police Court this morning when the man was charged, that there were found in his pockets 70 cents which represented his child's earnings. He was fined \$2, or five days' hard labour. The child was transferred to the care of the Po-Lung Kuk.

COMING TENNIS BOOM.

BIG DEMAND FOR REQUISITES.

There is no doubt that the dancing craze will be followed by a boom in lawn tennis, writes a Daily Chronicle representative. In suburban and the smaller provincial towns young folks are talking about lawn tennis and the lore of the game, and "tennis teas" for the discussion of plans for the coming season are the order of the day.

All the big sports stores are making special plans to cope with the demand for lawn tennis requisites.

The manager of Selfridges stated: "People are clamouring for lawn tennis racquets, though good ones cost from 55s. to 60s. each. We were selling them as fast as we could at Christmas, and I have had to go out and scour London in a taxi for more. Everyone is going to play lawn tennis. I am myself, though I never did before—but the Army has increased the love of outdoor sports among men, and ladies are keen on the social possibilities of tennis."

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 1/4d.

THE WEATHER.

Forecast:—Rain. Barometer:—29.74. Temperature 2 p.m.:—78. Humidity 2 p.m.:—81.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

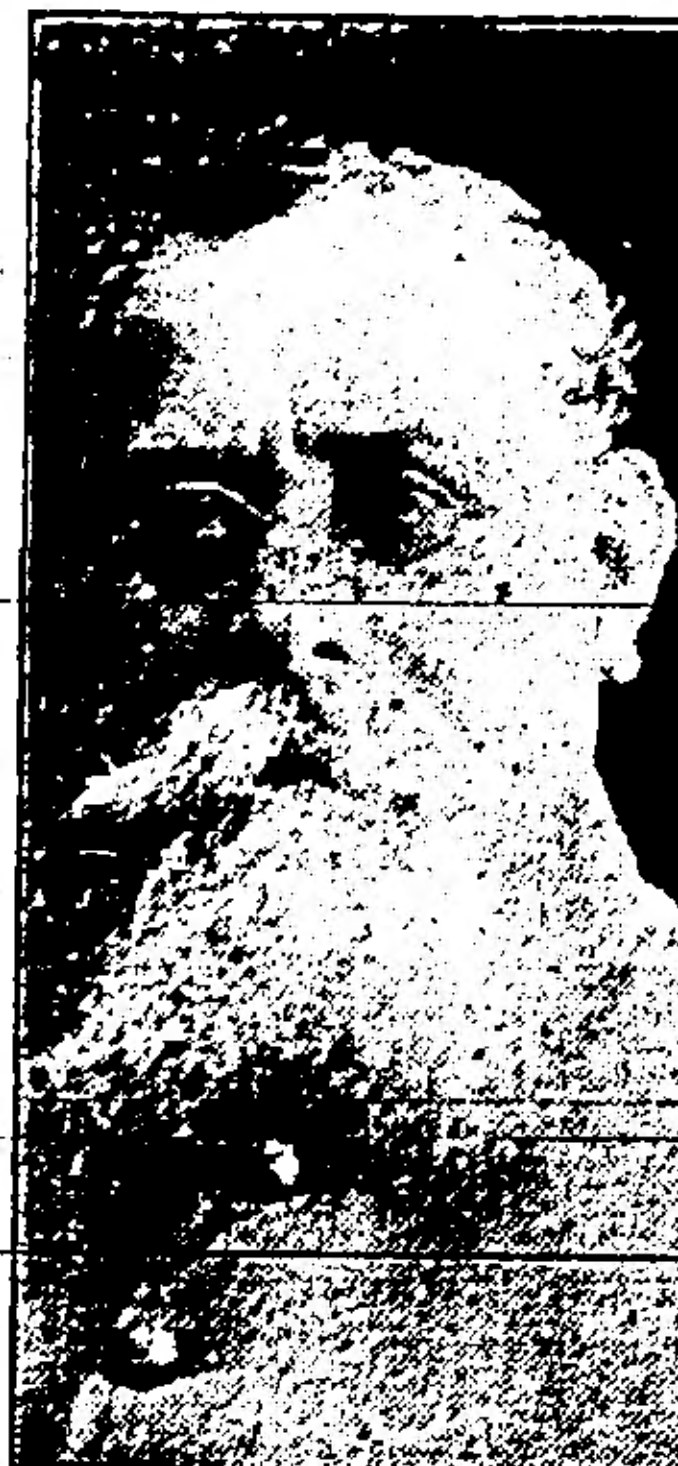
Gymkhana at Happy Valley—3.30 p.m.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

MONDAY, MAY 17.

Organ Recital at St. John's Cathedral.



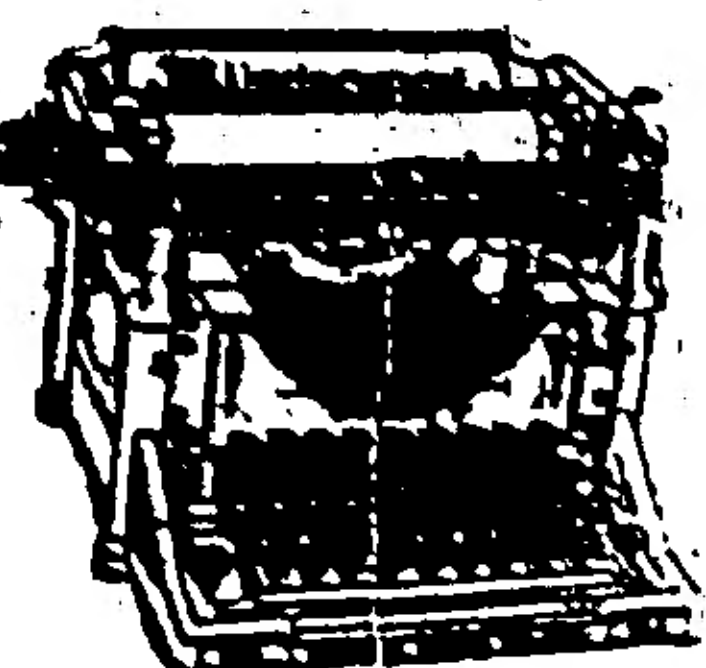
THE MEXICAN REVOLUTION.

On the left is General Carranza, President of Mexico, whom the Revolutionaries are seeking to overthrow. General Obregon, the Revolutionary leader, is seen on the right.

NOTICES.

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PORTUGAL IN PERIL.

THE SITUATION TO-DAY.

Writing in the *Daily Chronicle*, Sir Henry Lucy says:—When, on the assassination of King Carlos, his son and successor hastily departed to England and a Republic was established in Portugal, a gleam of hope flashed the land. Now at last the people were free men, left to make untrammelled choice of guardians and administrators of national affairs.

At the end of nine years the pleasing illusion is beginning to fade. Common people discover that for them the difference between Monarchy and Republic is not so wide or so deep as they fondly imagined. It is harder to live now than in the days when the royal standard flew over the Palais des Necessidades in Lisbon. Every necessary of life is dearer, many quadrupled in price. The demand for increased wages being mainly met by hard bargaining or blunt refusal, strikes follow. Trade is hampered and prices further rise. The public revenue automatically decreasing, the Government set the printing press in motion, and produce fresh supplies of flimsy notes. Town and country are snowed under. Paper money lies thicker than leaves in Vallombrosa.

THE LOST INDEMNITY.

In measures resembling a neighbouring country Portugal was buoyed up with assurance that a war indemnity, earned by sacrifice of blood and treasure in alliance with the Entente, would rectify the balance, possibly leaving a pleasing surplus of ready cash. One hundred millions sterling was the sum joyously talked of in the streets and the cafes. Up to the present time all that has been realised is possession of German ships, some seventy all told, interned in Portuguese ports on the outbreak of war.

In conversation on this subject one recognises a disposition to hold Great Britain responsible for the result, with consequent feeling of resentment. Meanwhile the the crop of paper money exceeds in growth any other in what remains one of the richest agricultural countries in the world.

At present there are no signs of disorder in the provinces. Ministerial crises in the Cortes repeatedly succeed each other. New Ministries are formed, more for less enjoy a brief existence, and give place to newcomers. But it is all done in the course of a day's business, and the men of the Republican Guard, who, rifle in hand, sentinel every passage and doorway in the Legislative Chamber, make no sign.

WEARY OF POLITICS.

The civil population is equally indifferent to these undramatic exits and entrances. They are weary of political machinations, from which long experience has taught them no practical issue in the form of higher wages, more food and wine and clothes, is likely to emerge. Under the Republic they possess to fullest the outer garb of political freedom. Manhood suffrage is universal. The only conditions of exercising a vote in Parliamentary elections are that a man should be able to read and write and has been at the pains of seeing that his name is entered on the Parliamentary Register. At the last General Election of the 600,000 electors in Lisbon qualified to vote, only 12,000 went to the poll.

That is a significant fact pointing to a main source of the confusion of affairs in Portugal to-day, industrial and political. Men of social and business position testifying to natural ability and steadfast character, systematically stand aloof from the arena of politics, as if it were fatally tainted. To tell the truth, they are not indisposed to aver in private conversation that it is. As for the population at large, as the figures quoted from the Lisbon poll indicate, they do not think it worth while to walk into the polling booth to give their vote.

The inevitable result of this state of things is that the Cortes becomes a negligible quantity and ministers figureheads, suspected of being concerned more with making something out of their brief term of office than of administering its affairs for the benefit of the nation.

TARDY LEGISLATION.

Only the other day a new Ministry met the Cortes at the opening of a Session without presenting any definite programme of legislation such as forms an imperative preliminary in the House of Commons assembled in analogous circumstances. In its place the Prime Minister issued a general statement of governing

"THE KING OF THE HIGHWAY"

Copy of cable received.

BURNS ON AN INDIAN WINS FIFTY MILE NATIONAL CHAMPIONSHIP AND ESTABLISHES NEW MILE TIME RECORD. AT 10.47 P.M. LOS ANGELES MAY TWENTY EIGHTH. THIS IS THE SECOND NATIONAL CHAMPIONSHIP EVENT OF THE SUMMER TOURS. JAMES HENRY BURNS, THE TWENTY FIVE MILE NATIONAL CHAMPION, INDIA VICTORIES. THE NAME BURNS ON AN INDIAN AT 10.47 P.M. MAY TWENTY EIGHTH. FIVE EIGHTY SEVEN THIRTY TWO SECONDS.

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JAPANESE CHEAP LABOUR.

SWEDISH ENGINEER'S OPINION.

An interesting statement made to the *Stenka Dagbladet* by Mr. I. Hahne, a Swedish engineer, who has just returned from a business tour to Japan, is noted by a correspondent of the *Trade Supplement* of the *Times*. It gives the results of Mr. Hahne's investigations as to the situation of trade in that country and of future trading possibilities. He states that wages in Japan have enormously increased during the war, and since its conclusion, "cheap labour" is now a tradition. Not only so, but owing to the efficiency of Japanese workmen still being on a low level the existence of some industries is threatened through the greater cost of living and the higher wages which have necessarily to be paid. Among others, this is the case with the great shipbuilding industry which rapidly developed during the war, but which being now without subsidies is declared to be in difficulties.

The native industries in Japan have been rapidly developed in all branches in recent years. Merchandise formerly imported was chiefly limited to the imitation of such goods and machines as can be manufactured in Japan without the placing great demands on the skillfulness of labour. Taken as a whole, there has scarcely been any development in the types of machines made. As a consequence special machines, the production of which requires greater measure of constructional capacity or manufacturing skill, have the best and most certain market in Japan. On the other hand, a less complicated machine or industrial product can certainly find a market there provisionally, until the native firms have learned how to produce a more or less favourable copy.

Mr. Hahne proceeds to state that false marks of origin are often found on Japanese native industrial products, giving the appearance of being imported goods. It is noted, however, that these products, with few exceptions, are derived from less important firms. The big, well-known firms apply very strict business methods which certainly "stand on a level with the West, and in many cases surpass them." In conclusion he mentions the favour with which Swedish steam turbines for ship propulsion and for land work with electrical generators are being received in the country.

principles, irreproachable in the purity of its moral axioms, but containing no promise of attempt at legislation. There are four matters of urgent importance to Portugal which cry aloud for legislative action. Most pressing is the financial situation. Next in order come agriculture, transport and industrial questions generally.

The Colonial problem is also beginning to loom large on the stormy horizon. One of the earliest and most vigorous pioneers of colonisation, Portugal to-day ranks in respect of land area the third colonial Power in the world. Some of the colonies are beginning to grow restless under the ineptitude of the Home Government, and a movement, if not yet towards actual independence, in the direction of fuller freedom from home restraint, adds to the embarrassment of the Government.

These matters are, I have reason to believe, seriously engaging the attention of a small body of the class of men who, if they should finally resolve to put their hand to the plough, would work wonders in what is need-

THE NOVELIST IN CHINA.

WHERE HE FAILS.

In reviewing a volume of short stories, "My Chinese Days," by Gullielma F. Alsop (Hutchinson, 10/6 net), Mr. Raymond Radcliffe writes as follows in *The Witness*—

China has an extraordinary effect upon the European. It compels him to write books. Almost every European who has ever visited China has written something somewhere. A good many people take China seriously, and spend many years in studying the language, which they can never speak correctly, and the literature, which they can never understand. These are the Sinologists—a solemn body of men who look upon themselves with great respect. There are others who rush through China, see roads in bad repair, temples tumbling down, mandarins taking squeeze, dust in the streets, smells everywhere, dirty peasants, loud feet, no milk, butter or bread, and go home to write long screeds about the Break up of China. But there are some who have lived in China many years and who have accustomed their noses to the smells, their eyes to the decay, their throats to the dust, and are obsessed by the vast horde of industrious placid moving citizens who only need coordination and leadership to conquer the world. These are the Yellow Perilists.

The student tries to become a Sinologue, and usually strains his brain in the attempt to think like a Chinaman. It is an impossible task because the European brain is only one-fourth as old as the Chinese brain, and you might as well expect a child of five to compete in hammer throwing with a trained athlete of twenty. We see the converse in the Chinese student who goes to America, or Europe and tries to acquire Western ideas. He comes home and prattles baby talk to the Mandarin and to his neighbours. They smile contemptuously just as we do when grown-up people talk baby talk to each other.

Putnam Weale has lived all his life in China; he knows more than any other novelist who has written a Chinese novel, but he never forgets that he is a European, and, above all, a Politician. Therefore, clever as are his books, they all present the picture from the European point of view. They are incomparably superior to any other novels written about China. For Putnam Weale is a master of prose; he is great writer. His *Indiscreet Letters from Peking* is a classic, and ranks with Marco Polo, Cellini, Boccaccio, and other great authors who have presented their personal impressions of life with vivid flashes of genius. All his novels are far beyond the average, and his descriptions of China are not only accurate but also picturesque. Yet I am astonished that a man living the whole of his life in China should always be moved by the same impulse. He sees the grandeur of Peking, the industry of the Chinese, their love for money, but he has never got inside their lives and their minds. They remain a mystery which he does not solve. He never seems to realize that the Chinese are superior in every way to the foreigner. He does not think they are. He will tell you what is going to happen—politically. His opinion is always sound. But he cannot tell you how the Chinese think for he has never got inside the Chinese mind. No foreigner ever has.

I have a collection of novels dealing with Chinese life. Some are preposterous, as "Mr. Wu" which many think a remarkable study of the Chinese mind. Many are written by missionaries, and I presume that "My Chinese Days" comes under this category. Most of the missionary novels are patronising. The author says in effect "Poor heathen Chinese, why don't you turn to the West, get baptised, and wear European clothes, give

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up ancestor worship, rice eating, Fung Shui and all your Eastern habits? "Look at us how good we are." The Chinese do look at the foreigner, carefully, but they don't find anything nice about him. Above all, they find nothing to imitate in the habits of the English and American Missionaries who made trouble ever since they first came to China. There are many novelists, such as the author of "My Chinese Days," who give us clever descriptions of China, but the Chinese who appear in such stories are not real live people; they are simulacra. For there is no sympathy between the author, and the people described. The Chinese move, through all the Chinese novels as the shadows

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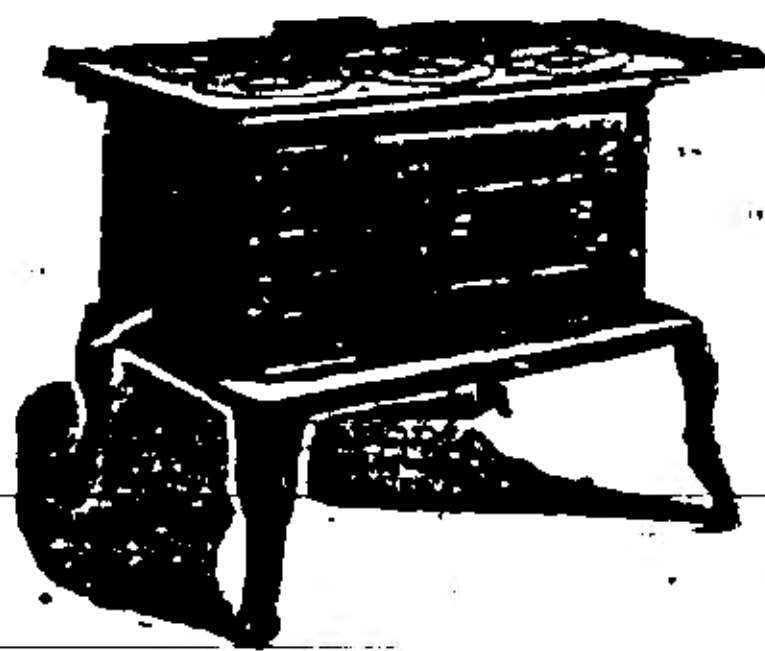
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ARMIES AND FLEETS.

CAN THE LEAGUE CUT THEM DOWN?

H. Wilson Harris writes in the
Daily News:-

The Great War was going to
end war. Obviously, therefore,
it was going to end the necessity
for armaments—at any rate for
excessive armaments. That is
no mere contention of pacifists.
It is the avowed and reiterated
policy of the chosen representa-
tives of the Allied nations.
They have pledged themselves to
get armaments reduced drastically,
and as earnest of their good
faith they have already put their
practice in a spectacular form
by stripping Germany and
Austria of their armies and
fleets.

That is an excellent beginning,
but a beginning argues a con-
tinuation, and the presentation of
Army Estimates of £123,000,000,
with Air Estimates and Naval
Estimates to follow, may serve to
remind citizens of one country in
particular that they are hearing
much less of continuation than
they would like. It is true that
at the initial meeting of the
Council of the League of Nations
Lord Curzon laid emphasis
on the necessity of tackling
the question of arma-
ments without further delay. It
is true also that the matter may
be raised at the next meeting of
the Council in a concrete form.
But this is essentially a case
where the good intentions of the
statesmen need the stimulus of a
sound public opinion behind
them, and at a moment when the
public is beginning to interest
itself in earnest in the question
of the general execution of the
provisions of the Peace Treaty
it is well that it should inform
itself fully on the undertakings
embodied in the Treaty in the
matter of the limitation of arma-
ments.

GENERAL LIMITATION.

If the Allies at Paris were
determined on anything they were
determined on the disarmament
of Germany. No one is likely to
criticise that resolve so far as it
went. Its execution constituted
one of the soundest pieces of work
projected at the Peace Conference.
But the disarmament of Germany
is a small thing in itself. Its
importance lies in the possibilities
it opens up of a general limitation
of armaments throughout the
world. To do the Council of
Four justice, it recognised that,
and the military, naval
and aerial clauses in the
Treaty of Versailles were accord-
ingly prefaced with the declara-
tion that the restrictions involved
were being imposed on Germany
in order to render possible the
initiation of a general limitation
of the armaments of all
nations.

That particular point had been
specifically taken up by Germany
in the representations she made
to the Allies before the Treaty
was signed, her delegates freely
agreeing to the proposed restric-
tion of the German Army, Navy,
and Air Forces. "provided this
is the beginning of a general
reduction of armaments and
abandonment of compulsory mili-
tary service." In their reply to
these representations the Allies
repeated and elaborated their pre-
vious assurances, declaring that
the measures on which they were
insisting "are the first steps to-
wards that general reduction and
limitation of armaments which
they seek to bring about as one
of the most fruitful preventives
of war, and which it
will be one of the first duties
of the League of Nations to
promote."

AN URGENT DUTY.

That is about as definite as any
pledge could be, and to give it
further point the League of
Nations Covenant, embodied in
the Versailles Treaty, and an
integral part of it, first of all
provided that membership in the
League should be open (subject
to other conditions) to any self-
governing State prepared to
accept "such regulations as may
be prescribed by the League in
regard to its military, naval, and
air forces and armaments," and
in the second place.

(a) declared that "the members
of the League recognise that the
maintenance of peace requires
the reduction of national arma-
ments to the lowest point con-
sistent with safety and the
enforcement by common action
of international obligation";

(b) laid it down that "the
Council, taking account of the
geographical situation and
circumstances of each State,
shall formulate plans for such
reduction for the consideration

U. S. PRESIDENCY.

GENERAL WOOD'S CAMPAIGN METHODS.

Washington, March 19.—Re-
iterating his charges of excessive
expenditures in the interest of
Major Gen. Leonard Wood's
campaign for the Republican
Presidential nomination, Senator
Borah, Republican, Idaho, tele-
graphed to Gen. Wood to-day
declaring that unless the
practices of the Wood campaign
were corrected they would "bring
disgrace upon your name, upon
your party and upon your
country."

Information from various
States, the message added, had
convinced Senator Borah that
his previous statements about the
Wood campaign expenditures
were "modest." The text of the
message follows:

"Press dispatches state you
claim the attack upon you was
to sway the voters of Michigan.
You are in part correct."

"It was intended to sway the
voters, not only in Michigan, but
the United States. I know of no
other tribunal to which to appeal
to correct these practices. But it
can only be effective provided the
facts I stated are correct. It is
within your power to give to the
people of Michigan and other
States a list of your subscribers,
the amount you are expending,
the amount which you would ex-
pend in South Dakota, the amount
which you propose to expend,
for instance, in Ohio and
Illinois."

"If you will make a statement
of these facts over your signature
I will correct any erroneous
statements which I have hereto-
fore made. The material which
is coming from South Dakota,
Illinois and Ohio convinces me
that I was modest in my state-
ments."

"Gen. Wood, if you are not
familiar with what is going on in
your behalf, for the Presidency,
I take leave to assert that unless
you familiarize yourself and
correct it you will bring disgrace
upon your name, upon your party
and upon your country."

"It is up to you as a soldier and
as a man to come out boldly and
meet these facts and either show
the public that they are unfound-
ed or else repudiate the men who
have manifested their determina-
tion to control the National
Convention through the use of
money."

Senator Borah sent the telegram
just before departing for Michigan
to speak in the interests of the
candidacy of Senator Johnson, of
California.

and action of the several Govern-
ments."

(c) stipulated that "after these
plans shall have been adopted by
the several Governments the
limits of armaments therein fixed
shall not be exceeded without the
concurrence of the Council."

In such language what is in
some respects the most urgent
duty of the League of Nations
stands defined. The attitude of
the League towards the task has
a twofold importance. Primarily,
and most obviously, there is
opened up the possibility of at-
taining an end hitherto dismissed
as hopelessly visionary, the re-
duction of armaments by inter-
national agreement. Invaluable
as that would be, the effect on
the League itself of success in
carrying through an achieve-
ment so notable would be hardly
less beneficial.

THE LEAGUE ON TRIAL.

The League at the present
moment is on trial at the bar of
public opinion. Virtually every-
one wishes it well. But belief in
its principles is one thing, and
belief in its capacity to translate
those principles into actuality
another. What the central, and
determining, mass of the public
of all countries is waiting for is
to see the League prove itself in
action. It will get support
if it works. But will it?

The armament question is a
test case. The world is being
ruined by the cost of armaments.
America is refusing money to
Europe because Europe is squan-
dering its substance on battleships
and Lewis guns and tanks. The
League has been charged by the
Council of the Allies with finding
a way of release, and finding it
as "one of its first duties." If it
shows itself ready to grapple
with that duty forthwith and dis-
charge it, its prestige, and
authority in world affairs will be
established. If it falters or fails
it will stand naked to the attacks
of its critics.

THE NAVY.

IMPROVED LOWER-DECK ACCOMMODATION.

At a cost of over £11,000, the
Admiralty have approved of cer-
tain alterations being carried out
in the light cruisers of the "C"
and "D" classes to improve the
accommodation of the lower deck
ratings. The changes agreed upon
have probably been suggested in
evidence before, or recommendations
of, the Welfare Committee
set up early last year, which Mr.
Long said on March 17 had just
concluded its first sittings, and
had rendered a series of very long
reports dealing with an immense
number of subjects. No Board of
Admiralty, said the First Lord,
will ever fail to take recommenda-
tions the most sympathetic and
most careful consideration.

In 10 of the "C" cruisers, those
of the Centaur, and Caledon
groups, it is approved to in-
stall a mess for all artisans in the
after lower mess deck on the
starboard side. The present chief
petty officers, and petty officers'
bathroom is to be enlarged by
bringing it farther out amidships.
Hooks for hanging up coats are
to be fitted in enclosed messes
and bathrooms, and similar hooks
are to be supplied in the "D"
light cruisers. The estimated cost
of carrying out the alterations in
the "C" class is £435 per vessel.

An artisans' mess is also to be
fitted in all the ships of the "D"
class, and the chief stokers' and
petty officers' bathroom will be
enlarged by an extension aft to
include the present diving room.
Part of the coal and wood store
will then be appropriated as a
diving room. To provide space for
the petty officers' reading room,
the spare torpedo is to be landed,
and a parting room is to be used
during non-working hours. The
after control position is to be
utilized for the chief petty officers'
reading room. The estimated
cost in the "D" class is £860
per vessel.

WAR TROPHIES AT CRYSTAL PALACE.

100,000 RELICS IN GIANT
MUSEUM.

The Imperial War Museum,
which the King will open on June
9, will occupy the Crystal Palace
for four years, pending the pro-
vision of a permanent home.

Exhibits will total upwards of
100,000, and the first consign-
ments are now being moved in,
writes a *Daily Chronicle* re-
presentative. The whole col-
lection will illustrate every phase
of the nation's war life, at home
and on the fighting fronts.

For three years, after the War
Cabinet had approved the
formation of the museum, a com-
mittee has been collecting
material of every description.
This, incidentally, is in striking
contrast to the casualness of pre-
vious generations which have left
in London's keeping only a pair
of kettle-drums as the sole
souvenirs of Marlborough's cam-
paigns, and five field guns and
200 cuirasses as the mementoes
of Wellington's battles.

At the Palace there will be
everything from a tank to a flag-
day trifle, from an 18-inch Naval
gun to a toy mascot. There will
be sections relating to the doings
of Navy, Army, Air Force and
work of women. In the wide
array will be—

British guns with memorable
records.
Tanks and munitions.
Army trophies.
Trench warfare models.
Naval and military guns.
Relics from famed ships.
Submarine equipment.
Models of many sorts.
Epoch-making documents.
Maps and charts.
2,000 or 3,000 art exhibits,
including pictures.
50,000 photographs.
21,000 war-time posters of
various nations.

Representative contributions
from overseas forces.
Captured trophies.

"The museum scheme is to
record for historical purposes the
effort of every department of the
nation during the war," the *Daily
Chronicle* was informed. "other-
wise much material, which by and
by would have a special value,
would be in danger of being lost or
destroyed."

Among the things that have
passed into the possession of the
Museum Committee are innumera-
ble Army reports, orders, and
memoranda; and, although all
will not be suitable for exhibition
purposes, they will be greatly
prized by the historian.

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THE NEW NOVEL.

CHANGE IN FICTION
FORESHADOWED.

Sir Philip Gibbs writes in the *Daily Chronicle*—

In a recent article on the subject of "Dear Books," and the handicap against unknown writers, I made a suggestion that fiction would probably undergo a change of form, and that the plot novel would be replaced by new methods of technique, in which the excitement of the narrative would depend more upon the revelation of mind and the philosophy of life.

For this I have been criticised, and in one letter the accusation is made against me that I disparage the works of the great masters of English fiction.

"Are we really going to be so foolish," asks the writer, "as to give up our Dickens, Scott, Hardy, and Stevenson, and replace them by the exponents of what may be called the neurotic school?"

I hope we are not going to be so foolish, nor is there any likelihood of that folly. So far from suggesting it, I believe that our best knowledge of human nature, and much of the richness of our national genius, are still to be found in the works of these immortals to whom I would add the names of Fielding and Smollett, Jane Austen, Thackeray, and Meredith. Who has not read their novels, or who tires of reading them, is ignorant of the spirit and truth of English literature and life.

NEW TIMES, NEW METHODS.

But that is no reason at all why there should be no change in the form of fiction. Shakespeare was supreme as a dramatist, and it is unlikely that that world will ever produce another so wonderful in wisdom or in art, but since his time, and today, drama has departed from the form in which he shaped the structure of his plays, and is constantly changing its conventions and technique, so that a Shaw or a Barrie may express new aspects of truth in new ways.

My feeling about fiction is not that the great masters were mistaken in their methods; they were great, and therefore right for their time, but that by the ordinary process of evolution we may expect a new school of writers who will work out a different form of narrative.

I am convinced that after the violent history of the past six years, or so, the conventionalized, depending upon an artificially constructed plot which works out to a pre-ordained conclusion, in which all the threads are nicely tied up, will no longer delight or satisfy the great reading public, which demands a surer touch of the realities of life, and having tested many old fallacies by the acid bitterness of their own souls. They will ask for a bigger vision of life than was given to them by novelists who put a pretty "love interest" into a romantic setting, and after a series of improbable adventures in which their characters behaved with incredible stupidity, made all things right by a happy marriage.

DISCOVERERS OF A NEW TECHNIQUE.

Of course we have better novelists than that a brilliant crowd, indeed, which has already broken with those conventions, and my criticism is restricted to the larger number of second-rate people who still keep up the old tradition of "loppy fiction," not realising that it is doomed, because most of their readers are now educated beyond it.

H. G. Wells has been an iconoclast of those pretty, putty-faced insincerities, and has used fiction in a fine easy way to embrace real problems of modern thought, developing a new technique with singular power and skill, as all must admit, though they may disagree with his philosophy.

Compton Mackenzie was, in my opinion, the pioneer of a new technique in English fiction when he wrote "Sinister Street," and its succeeding volumes. Joseph Conrad stands alone in his own line as a master of psychological narrative in which the things that happen are transmitted to the knowledge of the reader

THE 1920 "NUT."

"WAIST LINE" AND AN
"EASY CHEST."

What will the 1920 Nut be like? To get a glimpse of the New Year's bean ideal young man a *Daily Chronicle* representative approached several well-known authorities upon the subject of men's dress, including the principals of Messrs Pope and Bradley, who claim to dress young men specially, and learned this—

He (or "It") will be found strolling along Piccadilly during May in a checked or light grey lounge suit, buttoned in front with one or three buttons. "Two buttons only" will be severely taboo.

The Nut will have a distinct "waist line" and what they call in high tailoring circles "an easy chest." This last point is undoubtedly due to his Army career, which the Scissors High Priest has had to reckon with.

His coat will be easy-fitting and well defined in contour. Its lapels will be soft rolled, and not pressed. Splits at the back will not be seen, for they are out of date. There will be a breast pocket, with a gay little silk *monochrome* fluttering therefrom.

But perhaps the most noticeable feature of all will be his other pockets. These will be straight out and flapless. Nothing much can be kept in the modern pocket without spoiling the shape of the clothes—in fact, the really well-dressed man should carry his money, keys, and odds and ends either in a trouser pocket or a light coat pocket.

Added to these other features, the spring debonair will have bright velvet headgear, mostly plain socks and shirts, and the trouser crease will be in its accustomed central position.

The only double linen collar which will be worn by the fashionable young man will be one with very squared corners; otherwise the single collar, winged or tabbed.

"We rarely have requests for other little oddities of a by-gone generation such as the fob pocket, and the lapped waistcoat nowadays," said the dress specialist. "There is a sort of eysgoing individuality expressed in the clothes of the year."

through different temperaments, affected by these actions and reactions.

Our school of fiction has not been without life or progress of late years, though it has had to struggle against the invincible dislike of the English public, because the war, to any aspect of truth (I do not mean pastimes) which would disturb its sense of complacency, or its romantic attachment to sugar and cream.

Now, after these years of strife and agony and disillusionment, people are facing truth fully, asking big questions, staring into the face of the future, with wondering eyes, and looking at life without rose-coloured spectacles. That state of mind is bound to produce a change in our national literature, and I fancy, it will be seen in the novel first of all.

VITAL AND VIRILE.

No need it be neurotic in tendency. On the contrary, I think it will be vital and virile. The new novelist is likely to paint his pictures of life on a broader canvas than before, having travelled far afield in his adventures of war. He may deal with big crowds and big movements of men, instead of limiting his art to a suburban environment.

It is possible that he will strike deeper to the foundations of the faith and philosophy of humble souls, and become more interested in the life of those who make up the great mass of humanity than in little intellectual cliques, and little neurotic societies.

I do not pretend to prophesy the exact form in which this fiction will be written—we await the newcomers—but it is hardly doubtful that a new school of novelists will be created out of all the emotion and experience of recent history, and that its methods will not be on traditional lines. But Dickens, Thackeray, Scott and Meredith with not be displaced from our shelves or from our hearts.

PUBLIC AUCTION.

By order of the Mortgagees Messrs. Lammert Brothers have received instructions to sell by

PUBLIC AUCTION.

on Friday the 25th day of May, 1920 at 3 p.m.

at their Sales Rooms Duddell Street, Victoria, Hongkong.

The following valuable leasehold property situate at Victoria in the Colony of Hongkong viz—

All that piece or parcel of ground situate at Victoria aforesaid registered in the Land Office as Inland Lot No. 346 together with the messuage erected thereon known as No. 15 Mosque Street, Victoria aforesaid. Term 999 years created by a Crown Lease thereof dated 11th April 1853. Annual Crown Rent \$124. Area 1,440 square feet.

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The Auctioneers.

Hongkong, 14th May, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 10th May 1920 commencing at 11 a.m.

at their Sales Rooms, 6 Duddell Street.

100 cases—Salamander U.V.P. Brandy

10 " " " Three Star Brandy

20 " " MacLaren's Dry Gin

20 " " Old Tom

20 " " Merveille's Peppermint

24 " " Sherry

7 " " Jamaica Rum

5 " " Burgundy

3 " " Creme de Menthe

2 " " Angostura Bitters

2 " " Champagne

12 " " Biscuits

Terms: Cash on delivery.

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THE Undersigned have received instructions from Messrs. Thoresen & Co. to sell by Public Auction on

Tuesday, the 18th May, 1920, commencing at 3 p.m.

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The Steamer "DAGMAR"

as she now lies in the Menam River, Bangkok, with all her machinery, gear and appurtenances etc.

1457 tons gross Reg. 921 tons net Reg.

1900 tons deadweight capacity on 17 feet mean draft

Speed 10 knots.

This steamer went ashore in the Gulf of Siam, was salvaged, and towed to Bangkok, where she was dry-docked and patched up.

Inspection orders on application to the East Asiatic Co. Ltd., Bangkok.

The steamer to be at purchasers risk after fall of hammer, when purchase money is to be paid.

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Hongkong.

NOTICE.

THE CANTON INSURANCE
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NOTICE TO SHAREHOLDERS.

The thirty-ninth Ordinary Yearly Meeting of shareholders will be held at the Offices of the undersigned on Tuesday the 25th May 1920, at 11.30 a.m.

The Transfer Books and Register of Members of the Company will be closed from the 11th May to the 25th May, both days inclusive.

JARDINE MATHESON & CO., LTD.

General Agents.

Hongkong, 3rd May, 1920.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 31st May, 1920, commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

(For account of the concerned)

1717 bags ANTIMONY ORE

(Stored at Kowloon Godown)

1730 bags ANTIMONY ORE

(Stored at West Point Godown)

(total weight 3712 piculs)

Inspection orders can be had from undersigned

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 10th May, 1920, commencing at 11 a.m.

at their Sale Rooms, 6 Duddell Street.

5 cases Soft Soap

6 bags Soda Ash

1 Bacon Slicer

2 cases Imitation Vermillion

9 Barrels Ship Varnish

8 drums Bright Red Anti-fouling Composition Paint

4 cases Pickles

4 cases Jelly

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

PUBLIC AUCTION.

By order of the Mortgagees Mr. Geo. P. Lammert has received instructions to sell by

PUBLIC AUCTION

on FRIDAY

The 21st day of May, 1920, at 3 p.m.

at his Sales Room, Duddell Street, Victoria, Hongkong.

The following valuable Leasehold property situate at Victoria in the Colony of Hongkong, viz—

ALL THAT piece or parcel of ground situate at Victoria aforesaid and known and registered in the Land Office as SUB-SECTION 1 of SECTION C OF INLAND LOT No. 1417 together with the messuage erected thereon known as No. 20 Aberdeen Street, Victoria aforesaid. Term 999 years created by a Crown Lease dated the 16th day of June 1895. Proportion of Annual Crown Rent \$6.50. Area about 952 Square feet.

For further particulars and conditions of sale apply to

JOHNSON STOKES & MASTER

Prince's Building, Ice House Street, Hongkong.

Solicitors for the Mortgagees, or to

Mr. GEO. P. LAMMERT.

The Auctioneer.

Hongkong, 7th May, 1920.

NOTICE.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

Subject to weather conditions the following dates have been fixed:

Final Open Championship Singles, Tuesday, 18th May.

Final Open Championship Doubles, Thursday, 20th May.

Challenge Round Open Championship Singles, Tuesday, 25th May.

RESERVED SEATS may now be booked by Members and Subscribers in the Pavilion, except between the hours of 4.15 and 6.30 p.m.

The lists will remain open at the Pavilion until Friday evening, 14th May, after that date they will be transferred to Messrs. Moutrie & Co. PRICE 5s. each.

NOTICE.

HONGKONG GYMKHANA CLUB.

The 3rd GYMKHANA MEETING of the season will be held at HAPPY VALLEY on SATURDAY, the 15th inst., commencing at 3.30 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

Hongkong, 7th May, 1920.

NOTICE.

REPULSE BAY HOTEL.

THE MISSES DEVINE AND TERREY

SOCIETY ENTERTAINERS,

will introduce

HARMONY AND SONG

at the usual

TEA DANCING AND DINNER

DANCE

to be held

SATURDAY, MAY 15th.

SUNDAY, MAY 16th.

Orchestral Concerts during

Tea and Afternoon.

NOTICE.

It is hereby notified that on the 21st May, at the Treasury of Macao, at 3 p.m. tenders are invited by verbal competition for the Monopoly of Opium, for the period of three years, commencing from 1st August 1920 to 31st July 1923.

All the terms and conditions for the tender can be obtained on application at the Portuguese Consulate in Hongkong, or at the Treasurer's Department in Macao.

PLINIO TINOCO,

Treasurer's Office of Macao, 22nd April, 1920.

ST. JOHN'S CATHEDRAL

MONDAY

NEXT

ORGAN RECITAL

AT

6 P.M.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents If not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. —

WANTED.

WANTED.—A small house, or three or four rooms. Apply to Mr. H. Ohta, P.O. Box 540.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 51st ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on FRIDAY 21st MAY, 1920, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December 1919, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 8th May to 21st May, both days inclusive.

By Order of the Board,

C. H. P. HAY,

Deputy General Manager.

Hongkong, 4th May, 1920.

NOTICE.

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that the 54th ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on FRIDAY 21st MAY 1920, at 12.45 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December 1919 and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 8th May to 21st May, both days inclusive.

By Order of the Board,

C. H. P. HAY,

Deputy General Manager.

Hongkong, 4th May, 1920.

NOTICE.

THE HONGKONG ELECTRIC COMPANY LIMITED.

Notice is hereby given that the Thirty-First Ordinary General Meeting will be held at the Company's Offices, St. George's Buildings, on Saturday, 22nd May 1920, at 11.30 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February 1920, and electing Directors and Auditors. The Transfer Books of the Company will be closed from the 16th to the 22nd May 1920, both days inclusive.

By Order of the Board of Directors,

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 4th May, 1920.

NOTICE.

P. & O. BANKING CORPORATION.

Capital £5,000,000

in £10 Shares.

Present Issue 250,000 Shares

at £10.2.6.

Lists close in London on or before 12th May, 1920.

Lists now open. Payments £1.0.0 on application, £5.0.0 on allotment, £4.2.6 on 1st July 1920.

Failing Nominees in London applications will be received by the undersigned who expect telegraphic information when Lists closed.

Full allotment cannot be guaranteed.

Payment by telegraphic transfer against receipts here, certificates issued London.

MACKINNON, MACKENZIE & COMPANY.

Agents.

P. & O. S. N. COY.

Hongkong, 10th May, 1920.

22, Des Vœux Road.

(AR) WARE AND LOCKS



LOCKS AND HARDWARE

WANTED—A BARONETCY.

CONDITION TO INHERIT £250,000.

The Master of the Rolls and Lord Justice Warrington and Younger, in the Appeal Court recently, decided that the bequest of £250,000 by the late Mr. C. W. Wallace, a member of a firm of India merchants, to his son on condition that the son should become a member of the baronetcy, or superior privileged order, was good in law.

The matter arose upon an appeal by Captain Charles William Wallace, D.S.O., the surviving son of the testator, and the testator's three daughters from a judgment of Mr. Justice Eve holding that the bequest was good in law. The appellants contended that the bequest was bad as offending against public policy, and the argument on their behalf turned mainly on the alleged sale of honours. The appeal was dismissed.

ETHICS OF TITLE-HUNTING.

It appeared that the testator, who died in August, 1916, leaving about a quarter of a million, by his will directed that this amount should, subject to certain life interests, be held upon trust for his son, Captain Wallace, conditional upon his acquiring the title of baronet, or other title superior thereto. Captain Wallace had not hitherto acquired a baronetcy or other superior title.

The trustees of the will took out a summons to have it determined whether the gift to Captain Wallace was void as offending against public policy. Mr. Justice Eve held that it was not, because baronetcies and other high honours were in the majority of cases conferred as rewards for meritorious service. Against this Captain Wallace appealed.

The Master of the Rolls, in giving judgment, said he did not think the advisers of the Crown would be embarrassed by the fact that by recommending Captain Wallace to a baronetcy they would secure to him a large sum of money, or by the fact that if they refused to recommend him for such honour they would secure a large sum to the Treasury. Indeed, not much stress was laid on that point in argument.

The main burden of the arguments was that baronetcies were sometimes conferred for services other than political, and that in politics the result of this bequest might be that the legatee might be induced to render services to a political party irrespective of his conscientious convictions, or to use sordid and dishonourable means to obtain a title.

It was indisputable that such a thing might happen, and such conduct would be generally reprobated. But the mere possibility of such a thing happening was not sufficient to make the bequest bad or offending against public policy, and this was not like the Earl of Bridgewater's case, where the bequest was made conditional upon the legatee obtaining a peerage, which would involve legislative rights. Under these circumstances the bequest was held to be good in law.

"BARREN TITLE."

Lord Justice Warrington said the question was whether it was made out that the bequest had a tendency injurious to the public interest. A baronetcy was a barren title involving no duties to the State or the public except those which were cast on every good citizen. In this respect it differed from a peerage. The public neither gained nor lost by a baronetcy being conferred. If the holder of the

U. S. SUBMARINES.

WAR FORCE SAID TO BE INADEQUATE.

Washington, March 29.—The navy's submarine force was entirely inadequate to meet the demands of war against Germany, Rear Admiral A. W. Grant, formerly in command of the Atlantic fleet submarine force, testified to-day before the Senate committee investigating the navy's conduct of the war.

The submarines, he said, were too small, of widely different types, of small radius of action, inadequately armed and poorly designed as to engine.

It took nearly two years of propaganda to get the Navy Department to realize the importance of building submarines capable of combating the 800-ton German U-boats," the witness said.

Admiral Grant said that soon after the United States entered the war he was instructed to prepare and send fifteen submarines abroad. He told the department, he said, that if such an expedition arrived at the Azores islands safely the vessels would have to be laid up for repairs practically all of the time, as they had been since they were commissioned.

Four submarines of the "K" type finally started overseas, the Admiral said, although one had to be towed because neither engine would run. He read the log of the trip to show the continued engine troubles and minor casualties that characterized the voyage.

When the submarines reached the Azores the K-1 was entirely disabled, the officer said, the K-2 was available for limited service, the K-3 slightly better off, and the K-4 entirely ready for duty. He added that pre-war plans for use of submarines contemplated their operation from bases on the American coast.

Most of the opposition to his plan for larger submarines before the war came from the Navy General Board, the officer said.

baronetcy had proved himself a good citizen he would not become better by becoming a baronet, if he were a bad citizen a baronetcy would not make him a worse.

From one point of view, indeed, the bequest had a tendency to the public good because it tended to induce the legatee to do public service in order to qualify for a title. If the state of public morality were such that the donee might be tempted to obtain a title by direct bribery of those who advised the Crown, the position might be different. Happily such an attempt might be regarded as out of the question.

Lord Justice Younger said the law permitted the utmost eccentricity to testators in the disposition of their property. That being conceded it was not immediately obvious how the public good was likely to be menaced by this bequest. Distinctions usually conferred for public service might sometimes be obtainable by means less commendable, not to say less reputable. At the same time the desire of recognition of public service was neither mean nor unworthy.

And here the fact that the capital was eventually to go to the State if a baronetcy were not obtained would operate as a warning to the legatee, if warning were necessary, that pecuniary blandishments offered for the purpose of securing a title were, as the French would say, hors concours.

At the root of the argument for the appellants lay always the question of whether the maintenance of party government was

THE MAN WHO IS AFRAID.

THE SUB-CONSCIOUS MIND.

A medical specialist writes in the Daily News.

The obsession described by the writer of a recent article in the Daily News—"The Fear of Open Spaces"—is not at all uncommon, and is perfectly well known to medical science under the name of agoraphobia—"fear of space." I am acquainted with a number of people with exactly the same obsession, who will every day of their lives skirt round two sides of a London square rather than cross it diagonally. They find comfort in the shelter of the houses, and terror on leaving the friendly shadows for more than a few yards.

But there are a far larger number of people who have the opposite kind of fear: the fear of closed spaces—"claustrophobia." They cannot remain in a room, even in their own homes, with the door shut; and their bedroom door cannot be closed if they are to sleep. Nothing will induce them to enter the Tube, and even the Underground has its terrors.

The fear is a vague one, they say, and rests, as far as they know, on no experience of danger or terror in the past in some similar situation. To anyone who has studied the psychology of the human mind, however, it is quite clear that it is traceable to some experience, almost certainly connected with fear, in childhood, which may even be quite forgotten consciously, and yet in the sub-conscious mind has remained as a disturbing factor.

Let me give an example from my own practice. A patient had the same fear as your contributor, and in addition a very real fear of a hot day. Physically he was not affected by heat, but mentally he was in a panic.

It was discovered that as a young child he had been compelled to sleep alone in the dark for months at a time in a lonely attic, where he lay awake almost always until dawn, so paralysed with fear that the normal function of sleep could not overcome his conscious dread of the dark. Years have passed, and, as a man, he has naturally risen above any fear of darkness. But, by a curious process of reversal, which is quite well known and understood in psychology, the latent fear has attached itself to the opposite of darkness—the light which came at dawn to end his agony, and give him sleep.

The cure is based partly on the fact that exposure of the cause, with its associations and complications, and a full and frank discussion of all the ramifications of thought linking it up to adult life, will, so to speak, drain away all the pent-up abnormal energy connected with it, and in so doing bring relief. Partly, too, the cure is brought about by supplying to the mind positive ideas of mental dominion, on the theory that an individual has the right to decide what shall not come into thought.

There is no need for the "Man Who Walks Alone" to be discouraged because he has not yet overcome his dread. I have seen many such boogies disappear from the minds of men and women, and in so doing bring again the freedom desired and yet despaired of.

or was not for the public good. It was entirely beyond the functions of the Court to have an opinion on it. Nor could it condescend to express an opinion, if it had one, without abandoning that impartiality which public policy in the highest sense required it to maintain.

The appeal was accordingly dismissed.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

The Steamship
S. S. "LAKE GILPEN."

From CALCUTTA via
RANGOON, PENANG, SINGAPORE and SAIGON.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby notified that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on May 17th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after May 17th, will be subject to rent.

No fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S. S. CO.,
As Operators,
U. S. SHIPPING BOARD
Hongkong, 10th May, 1920.

WATER RETURN.

Level and Storage of water in
Reservoirs on May 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1919	1920
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919	1920
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of April.

	1919	1920
Consumption	132.11	132.11
Estimated supply	132.11	132.11
Consumption per	132.11	132.11
head per day	132.11	132.11
Constant supply to all districts during	132.11	132.11
April of both 1919 and 1920.	132.11	132.11

KOWLOON WATERWORKS LEVEL.

	1919	1920
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919	1920
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11
Triam	132.11	132.11

Consumption of water in Kowloon in millions and decimals of gallons during the month of April.

	1919	1920
Consumption	132.11	132.11
Estimated supply	132.11	132.11
Consumption per	132.11	132.11
head per day	132.11	132.11
Constant supply to all districts during	132.11	132.11
April of both 1919 and 1920.	132.11	132.11

The Government Analyst's reports show that the water is excellent quality.

W. CHATHAM,
Water Authority.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

The Steamship
S. S. "VENEZUELA."

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS,
SHANGHAI & MANILA.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby notified that their cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on May 17th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after May 17th, will be subject to rent.

No fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S. S. CO.,
Hongkong, 10th May, 1920.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

The Steamship

"LAKE GITANO"

From CALCUTTA via
RANGOON & SINGAPORE.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby notified that they must take immediate delivery of same from alongside, and cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees are hereby notified that General Average has been declared and before delivery of cargo can be given they must sign General Average Bond, furnish completed valuation statements and pay a General Average contribution of 2 per cent. of the invoice value of the goods.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on May 17th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after May 17th will be subject to rent.

No fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S. S. CO.
As Operators, U. S. Shipping
Board,
Hongkong, 10th May, 1920.

Montgomery Ward & Co.
ACCOMMODATION OF TRAVELLERS
OFFICE, SALES AND SAMPLE ROOMS
National Y.M.C.A. Bldg., Macao Road, Shanghai
The new Shanghai office will supply catalogues and complete and forward orders and shipments. Clear and forward shipments on request. Answer enquiries and supply required information. Prompting of simple merchandise will be supplied.
YOU ARE INVITED TO CALL ON US
1920 CATALOG No. 92
Shanghai and Special Delivery on request.

SHIPPING.

HOLLAND-EAST ASIATIC SERVICE.

"Nederland" Royal Mail.
"Rotterdam Lloyd" joint service.

Regular monthly service from

Japan ports, Shanghai and Hongkong to
Amsterdam, Rotterdam, and Hamburg, Bremen

Sailings subject to alterations.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,
York Building.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 15th June, 1920, to—
Singapore, Penang and Belawan Dell.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,

Telephone No. 1574.

Agents.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailing: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

To Macao—Daily at 8 A.M. and 5 P.M. (Sundays at 9 A.M.)

From Macao—Daily at 8.30 A.M. & 2 P.M. (Sundays at 6 P.M.)

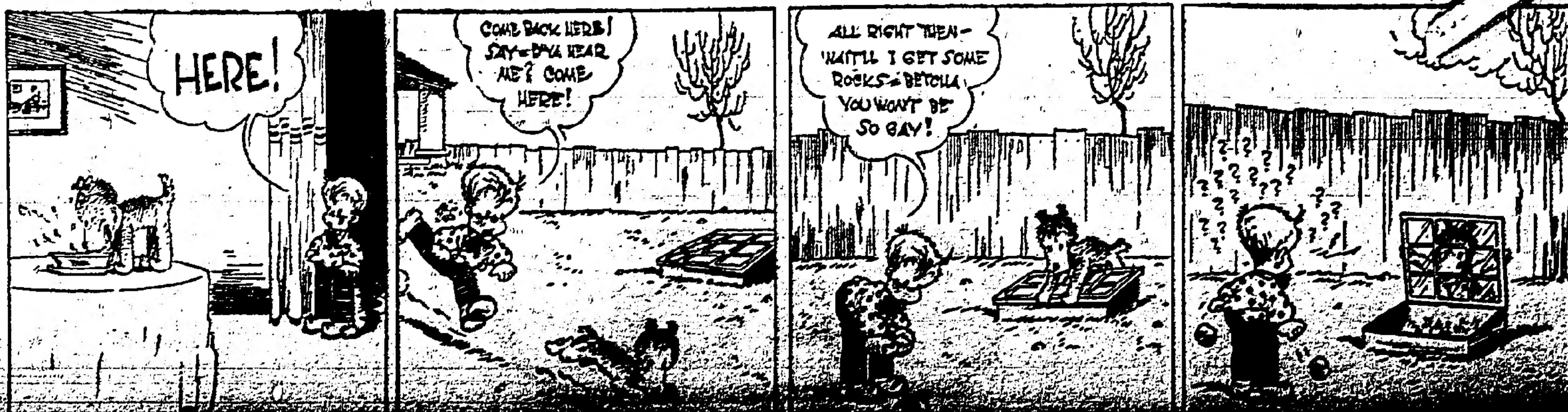
Police Permits to leave the Colony are not required.

Further information may be obtained at the Coy's Office, Hotel Mansions, or from Messrs. Tnos, Cook & Son, Booking Agents, Hongkong.

FRECKLES AND HIS FRIENDS

Jumbo Had His Idea All Framed.

BY BLOSSER



THORNE'S OLD VAT

"No. 4"

SCOTCH WHISKY

We strongly recommend this Whisky. The Vat was started in 1831 by the late Robert Thorne of Greenock and the Whisky has been known as No. 4 ever since.

A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.
TELEPHONE 515.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 14, 1920.

THE TURKISH TREATY.

Slowly but surely the Allies are putting into the category of things settled the many problems that came as a concomitant of their victory in the Great War. The task of framing Treaties with all the late belligerents must have been an arduous one—the result of which it is easy to criticise with very little recognition of the many difficulties that had to be encountered and overcome. There has been little sparing of adverse comment in the case of the Austrian and Hungarian treaties, the Bulgarian treaty, and the settlement of the Jugo-Slavia question. One can very easily anticipate unfavourable comment on the Turkish Treaty, the main terms of which were made public in Hongkong yesterday by Reuter's cable. We do not question seriously whether the ideal conception of how all these matters should be settled varies very much in any disinterested country, but in the absence of an attainment of the ideal owing to conflicting interests and racial prejudice there has to be an attempt to meet the wishes of all—an attempt that results in a very great deal of grumbling. It is an instance of the old ruling that by trying to please everybody you please nobody. And so if the Allies are looking of any praise for the new Treaty with Turkey they will be disappointed. But the framing and presentation of it does register another step in the long road towards complete international re-adjustment.

One cannot read the provisions of the Treaty without realising that the Allies have left very little room for Turkey to be the nuisance in Europe that she has been for so many years. Because of that we can forgive a great many other things. Turkey deserves no place in Europe, as a glance at her recent history will show. The power for evil that she has exerted in Armenia and Cilicia would be sufficient alone to convict her of unsuitability to reside longer in what is perhaps the oldest civilised continent of the world. The record of massacres perpetrated in the name of a cruel religion makes very morbid reading. One is inclined to think that the history of the Powers dealing with Turkey is a further exemplification of the maxim "Spare the rod and spoil the child." One or two very clear indications that such conduct could not be permitted would have put a stop to what developed into horrifying expressions of hatred. By the Treaty now handed over Turkey is shorn of a great deal of that power for evil, and at that we rejoice. It may be that if the government of the country gets into enlightened hands a change will manifest itself, but not before that time should the Allies consider for one moment a modification of their terms as regards territory. Just enough of Turkey has been left in Europe to give her sovereignty over Constantinople, but even the granting of that has been made conditional on future behaviour. All the details of the Treaty, affecting military strength, the payment of reparations, privileges, to the Allies, etc., make interesting reading and could well be made the basis for much comment. But it is not our intention to indulge. One very important point is that providing for the navigation of the Straits, including the Dardanelles, the Sea of Marmora and the Bosphorus to be open in future both in peace time and war time to all merchantmen, warships and aircraft without distinction. So important is the entrance to the Black Sea from a commercial point of view that this very desirable right of unfettered entry should have been secured long ago.

There is one condition imposed which appeals to us more than any other, and that relates to Turkey's future duty of protecting minorities within her borders. The rule of modern government is that the majority shall prevail, but together with that must go a protection of all subjects who exercise their right of thinking differently. Failing that protection, governance becomes tyranny and oppression. Development in man's conception of his duty towards his neighbour has brought him to realise that tolerance is not only humane but essential. Governments of civilised countries have realised it and there should be every effort made to spread the acceptance of it. The basic idea of the League of Nations is protection of the weak, and it is a step in the right direction that one of the most important concessions to Turkey should be made dependent on the observance of this all-important principle of conduct. When the time comes which shall witness a universal practice of the rule, then will be heralded in the days of "peace on earth and good will to men."

NOTES & COMMENTS.

INTERPORT POLO.

It is many years now since Hongkong enjoyed the experience of witnessing polo matches. In pre-war times they were a regular feature of the Colony's sport, and old residents look back with decided interest on the interport contests, which always aroused keen rivalry. Particularly do we recall the series of games between teams of British officers and American military men from Manila. Our polo ground at Causeway Bay is again being got ship-shape, and already practice games are being indulged in. We see from a Shanghai paper that the Polo Club there has had its annual meeting and amongst the matters raised was that of interport games with Hongkong. A skeleton programme for the season was decided upon, games to be played on Tuesdays, Thursdays and Saturdays. In view of the possibility of Hongkong issuing a challenge for the Keswick Cup, it was resolved that at least two chukkas, each evening should be devoted to games between "Possibles" and "Probables" to enable the Committee to select a team to meet the visitors. An endeavour is also to be made to encourage "novice" matches, in which the Committee is to assist players in every way possible. Owing to the number of returned men, mostly members of the Light Horse, who have joined or rejoined the Club this year, a very interesting and busy season is looked forward to by the Committee. It will thus be seen that Shanghai is taking very seriously to polo these days, and if the interport game comes off, a big effort will no doubt be made to retain the trophy. Our hope is that Hongkong is not letting the grass grow under its feet.

THE STUDENTS' LATEST.

The Chinese students in Peking, who have been "on strike," are again dictating to the Government what it shall and what it shall not do. A telegram which was published yesterday stated that these youngsters have notified the President and the State Department that they will resume their studies when the Government announces the cancellation of the Military Agreement with Japan and rejects the proposal for direct negotiation on the Shantung question. The presumption of these youthful upstarts almost equals their lack of a sense of proportionate values. What on earth schoolboys have to do with international issues like these we should very much like to know. The whole trouble, of course, is that these students have been used as tools by certain so-called politicians to further their own ends. They are the spoiled children of the nation, and they presume to think that in their hands lies the eventual disposition of big political problems. What they need is a close and personal acquaintance with the powers of the cane as an instrument of punishment. It is self-evident that they can know nothing of the matters upon which they so freely advise the Government. The cheek of these youngsters is almost without limits.

HARD WORDS.

In our comments from time to time on America's attitude towards the Peace Treaty we have always urged that the United States owes it as a duty to humanity to take a "living interest in the affairs of the outside world. We have even said that European nations look for American help and sympathy in dealing with the big problems of the day. Some have accused us of being too pointed in our references on this matter. But here is what an American journal says:—"America can no longer sit back and scorn Europe for not putting things right in the danger-corners of the earth. The world will not let the United States forget it is shirking its international duty. Lloyd George, answering an interpellation in the House of Commons about America, said:—"Up to the present we have only received requests from America to protect Armenia without any offer to assume responsibility. There is a terrible sting in this bland statement. America has no answer. Americans are appealing at this moment to Great Britain to protect the Armenians from the Turks. But America is horrified at any suggestion that it is Uncle Sam's duty to land a little help himself. If Great

DAY BY DAY.

ANY GREAT REFORMER WILL FIND LESS PRACTICAL DISCOURAGEMENT IN THE OPPOSITION OF BAD PEOPLE THAN IN THE INERTIA OF GOOD PEOPLE.

There was one non-fatal occurrence of cerebro-spinal fever notified yesterday, the sufferer being a Chinese.

A year's hard labour was to-day given to a banished as the reward for his persistence in returning to this Colony, from which he was banished in June of last year on a long term.

A burglary was last night carried out on a house in Yee Wo Street, in the Wanchai district. One of the culprits was caught by the Police, and at the Police Court this morning was remanded. In this burglary, clothing and other property to the value of \$5.45 were stolen.

Inspector Caygill told a story of greed at the Police Court this morning. A thief whom he had arrested stole a bulky piece of timber from a certain house in Yaumati which was in course of erection, and when detected and chased would not let it go. The wood acting as a handicap to his agility, he was overhauled. A sentence of three weeks' hard labour was passed on the thief by the Magistrate.

The present building, which was formerly the German Club, being inadequate to meet the needs of the school, construction is being undertaken of an additional building for St. Joseph's College. This will be situated on the lower side of the playing ground. The question of a boxing school in connection with the College has been under consideration, but owing to the lack of room, the idea has so far not been found possible of accomplishment.

A Chinese profiteer was to-day brought to justice by Inspector Eamer, who complained that the man had a pair of scales which operated against his customers. Much illicit profit must have been gathered in by this man, who keeps a fruit stall in Shaokwan. He had found the pair of scales too balanced to suit his tastes, and had gone to the extent of tying a string of cash to one end, with the consequence that an additional ten per cent. weight went against his customers. He was fined \$10, or two weeks, by Mr. Hutchison.

A Chinese boy whose preference for a career of crime was only too evident from the fact that a knife with the blade open ready for emergencies, was found on his person at the time of his arrest at Mongkok yesterday, was sentenced at the Police Court this morning to 48 hours' detention and 12 strokes with the birch. He was caught after snatching a head ornament from a child which was being carried on the back of his mother. The theft was witnessed by another boy who took up the chase after the culprit. About thirty other pedestrians joined in, with the result that the escape of the thief was cut off, and he was arrested. The comparatively light sentence which the Magistrate imposed was due to the fact that it was the prisoner's first offence.

N. Mahomed Ali was to-day charged at the Police Court with having failed to communicate to the Superintendent of Imports and Exports within 24 hours a case of short delivery, thereby importing goods without a permit or licence. The case in question was in respect of a quantity of hides, for which a permit was issued on April 1st. This permit was in respect of 242 hides, but a month afterwards, when the Department was checking the manifests, it found 100 hides short. It was not until the 5th instant that the merchant made his report, by which time, the figure was already entered in the books and the consequent correction caused a lot of trouble to the Department. The merchant had on a previous occasion committed the same error, and he had then been warned. The present mistake arose purely out of carelessness on his part. A fine of \$25 was imposed.

of the international responsibilities of the Anglo-Saxons, the day was then taken to the edge of the lake, but on informing the riders that the winner was a Chinese, the

KOWLOON NOTES.

(BY "THE FERRYMAN.")

The dog days of summer are beginning to get more than usually quiet—excepting that the gramophones and pianos have again been let loose, to the discomfort of everybody but their owners. I suppose that in reality these instruments are not any busier than usual, but with verandah windows thrown wide open, the outside world gets the benefit of the noise they create.

There is a local law, I believe, to the effect that it is an offence to make any noise between the hours of sunset and 6 a.m. which shall disturb the peace and quiet of neighbours. It's a good job it isn't put into operation; if it were, nearly all the occupiers of Kowloon flats would find themselves in the dock at the Police Court. The Magistrate would then have to set aside a day on which to be "At Home" to Kowloon residents!

Sunday's motor accident served to call attention to the dangerous condition of some of our roads. At Home, the authorities would no more think of opening an unmetalled thoroughfare to traffic than they would of making the collection of rates and taxes. And the danger at Home is as nothing compared to what it is here, with so many of our roads running along the edge of high embankments.

I do not say that the state of the Castle Peak road was wholly responsible for Sunday's mishap, but it was a factor, none the less. But apart from the actual surfacing of this road and others, it cannot be disputed that there are far too many unprotected embankments. In one place I know of, there is a sheer drop of well on towards 700 feet, I should think. Admittedly the road is wide, but, however careful a driver may be, one never knows when the unexpected is going to happen. Bad driving by an approaching car, or something going suddenly wrong with the steering gear, might have disastrous results at such spots.

In the opinion of many motorists, all embankments ought to be protected by the erection either of a low wall or a stout iron railing. The Automobile Association might do worse than take this matter into consideration and advise the authorities on it. I don't wish to be an alarmist, but it will be too late after the event.

What on earth has gone wrong with the weather? Hot one day, cool the next, and torrential rain the day following—variously enough, anyhow. Last year the Clerk of the Weather had it in for sports men by sending a long succession of wet week-ends. It looks as if he is going to repeat the performance this year. All of which is causing a great strain on our vocabularies.

The Tennis League is early in trouble through the coming of these wet spells. Last Saturday none of the Kowloon Clubs could get off their ties; and there appears every prospect that the same will be the case this week-end. Can't the Residents' Association do something in the matter?

What's the matter with the new Kowloon Fire Station? It appears to have reached a stage of suspended animation. Have the contractor's funds run out, or is the rain causing the stoppage? I don't expect Kowloon to be burnt down, but it's time somebody got busy.

Kowloon Cricket Club debentures are going strong, I hear. The reckoning is now being done in thousands. Good luck to the scheme!

DROWNING THREAT.
Because he had refused to hand over certain land about 100 men assembled outside the residence of Mr. J. G. Alcorn, the High Sheriff of Galway. They entered his house, and after binding and handcuffing him repeated their request. He again refused, and was immediately taken to a lake. His wife followed in a trap, and implored the men to release her husband. This they refused to do. They then asked Mr. Alcorn if he wanted to see a priest. He replied that he did, and a priest was sent for, and afterwards ordered to go away. Mr. Alcorn was then taken to the edge of the lake, but on informing the riders that the winner was a Chinese, the

COMPANY REPORTS.

HONGKONG ELECTRIC CO. LTD.

The report of the Board of Directors of the above Company for the year ending 29th February, 1920, states:—
The balance at credit of Profit and Loss Account available for appropriation, after allowing for depreciation is \$337,574.08, and your Directors recommend that this be disposed of as follows:—
To pay a Dividend of \$2.25 per share on 60,000 Shares \$1,350,000.00
To pay a Bonus of 75 cents per Share 45,000.00
To pay a Bonus to Staff 22,323.97
To carry forward to next Account 135,250.11
\$337,574.08

Directors.—Mr. S. H. Dodwell having resigned on leaving the Colony, Mr. G. M. Dodwell was invited to fill the vacancy. This appointment requires the confirmation of Shareholders. The Hon. Mr. Lau Chu Pak has joined the Board, and this row requires the confirmation of Shareholders. In accordance with the Articles of Association Hon. Sir C. P. Chater, C.M.G. and Hon. Mr. J. Johnstone retire, but being eligible, offer themselves for re-election.
Auditors.—The accounts have been audited by Mr. C. Bernard Brown, A.C.A. who retires, but offers himself for re-election.
A. O. LANG, Chairman.
Hongkong, 5th May, 1920.

THE UNION INSURANCE SOCIETY.

The report for the year 1919 shows that on a total business of £1,812,431, the profit balance amounted to £275,829.
The Board recommends that an interim dividend of 24 per share be paid to shareholders, absorbing £118,200 and that a bonus of 20 per cent be paid to contributors, absorbing about £50,000, and that the remainder be carried forward.
Since the last General Meeting Mr. S. H. Dodwell and Mr. R. Ross Thomson have resigned their seats on leaving the Colony and Mr. G. M. Dodwell of Messrs. Dodwell and Co., Ltd., and Mr. G. T. Edkins of Messrs. Butterfield and Swire have joined the Board. In accordance with Articles of Association the Hon. Mr. P. H. Holyoak and Mr. W. L. Pattenden retire, but offer themselves for re-election.

BRITISH TRADERS INSURANCE CO.

The report for the year 1919, shows that on a total business of £274,430, there was a profit of £431,629.

The Board recommends that an interim dividend of 9 per share be paid to shareholders, absorbing £43,200 and that a bonus of 20 per cent be paid to contributors, absorbing about £25,000, and that the remainder be carried forward.
Since the last General Meeting Mr. S. H. Dodwell and Mr. R. Ross Thomson have resigned their seats on leaving the Colony and Mr. G. M. Dodwell of Messrs. Dodwell and Co., Ltd., and Mr. G. T. Edkins of Messrs. Butterfield and Swire have joined the Board. In accordance with Articles of Association the Hon. Mr. P. H. Holyoak and Mr. W. L. Pattenden retire, but offer themselves for re-election.

THE CHINA FIRE INSURANCE CO.

The report for the year 1919 shows that on a business of £1,211,910, there was a profit made of \$675,132. The working account for 1918 shows that on business amounting to \$1,638,505, there was a net profit of \$334,750. This it is proposed to apportion as follows:—

To pay a Dividend of \$7.00 and Bonus of \$3.00 per share on 20,000 Shares \$200,000.00; To add to Reinsurance Fund \$150,000.00; To add to Extra Reserve Fund \$75,000 at 4/10½ \$307,692.30; To carry forward to Underwriting Suspense A/c \$177,066.81.

The Hon. Mr. P. H. Holyoak and Mr. W. L. Pattenden retire by rotation and being eligible offer themselves for re-election.

CANTON INSURANCE OFFICE.

We are officially informed that the General Agents and Consulting Committee of the Canton Insurance Office Ltd., will at the forthcoming meeting of shareholders to be held on Tuesday, the 25th instant, declare a final dividend of \$12 per share in respect of working account 1918, and \$54,587.10 in respect of the 1919 account.

TO-DAY'S MISCELLANY.

Mr. Frederick Delius, whose new meditative work has just been performed at the Queen's Hall, is frequently believed to be a foreigner, but was really born at Bradford, where his family had long been settled. He is, however, a very cosmopolitan musician, for he laid the foundation of his musical knowledge by self-study on an orange plantation in Florida, "cut off from all centres of artistic culture, and afterwards studied at Leipzig. Before the war Mr. Delius had for some years resided in France, where he married Mlle. Rosen, the artist, and where most of his creative work has been produced. Reminiscences of his former life in Florida will be found in "Appalachia," which consists mainly of variations on an old slave song.

Mahomed Abdullah, "the Mad Mullah," has proved even more elusive than Osman Digna. Since he went into the Mahdi business in 1899 Abdullah has been a constant thorn in the side of the Somaliland Administration. There have been many attempts to round him up, but though his followers have been heavily defeated he has always escaped. Some years ago we captured his mother-in-law; but that, far from distressing him, seemed to give him a new lease of life. In 1914 the Colonial Office reported that he was suffering from an incurable disease and was physically immobile. Since then he has made several raids, and the expedition just ended, though equipped with aeroplanes, has drawn another blank so far as the Mullah is concerned.

An exceedingly interesting constitutional point was raised by the nomination of the Rev. Malcolm MacCallum as the Labour candidate for Argyllshire in opposition to Sir William Sutherland, appointed as Coalition-Liberal Whip. Mr. MacCallum is a minister of the Church of Scotland, and under the Act passed in 1801 (consequent on the election of Horne Tooke for Old Sarum) a minister of that Church as well as of the Church of England is declared not to be "capable of being elected" as a member of Parliament. That does not mean, of course, that he may not be returned to Parliament. A mere name can be returned to Parliament, as well as a man legally "dead," as in the case of O'Donovan Rossa and Michael Davitt, who were elected while in prison for treason-felony. Under the Act of 1870 a clergyman of the Church of England can deprive himself of orders, and so qualify for membership of the Commons. But that Act does not apply to the Church of Scotland. Mr. MacCallum has been duly nominated, and there is nothing to prevent his return. If returned it will be for a Committee on Privileges to decide whether he has retired from his living in time to qualify him for membership. The Act of 1801 seems to leave that point in doubt.

SHANGHAI'S WAR MEMORIAL.

AN IM-OSING MONUMENT.

Shanghai's war memorial is to take the form of a massive granite pedestal, some 45 ft. high, supporting a bronze statue of a group representing victorious Peace offering consolation to the widows and orphans, and flanked by the figures of soldiers, or some other appropriate commemorative decoration still to be chosen.

The monument rests upon a raised paved platform covering the greater part of the space available—some 70 ft. long by 42 ft. deep—and this is surrounded by a balustrading of solid design and the platform approached by a flight of six broad, shallow steps of the maximum length obtainable, a feature which should add to the dignity of the monument.

The material suggested is Hongkong or Honsan granite, with paving design delineated in the two materials which are of lighter and darker shades of grey. The figures would be modelled and cast in bronze at Home.

Suspense Account: and the will further declare an interim dividend of \$18 per share.

THE MERCURY GARAGE CO.

FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES.
CAREFUL DRIVERS.
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YEE SANG FAT CO.

JUST ARRIVED
CHILD'S SUMMER CLOTHES
Well made and Nicely trimmed.



Girls' Fine Voile Dresses \$2.00 & \$3.50 ea.
Boys' Cotton Washable Suits \$1.25 to \$3.50 a suit.
in complete sizes.

YEE SANG FAT CO.

Cor. Queen's Road & D'Aguilar Street.
TELEPHONE 1355.

OPPOSES GERMAN
OPERATING SHIPS.

AGAINST TEUTON PLAN.

Mr. H. H. Raymond, president of the Clyde and Mallory Line Steamship Companies and president of the American Steamship Owners' Association, recently gave out a statement regarding the association's action in passing a resolution that the Shipping Board refuse to sanction any plan by which ships of American registry be allocated to the Hamburg-American Line for operation with the support of an American owned steamship company. He said: "Washington dispatches to this morning's newspapers stated definitely that the steamship company which aspires to secure American ships from the Shipping Board tonnage and place the Hamburg-American routes from Hamburg to the ports of foreign world markets is the American Ship and Commerce Corporation, or what is generally known among shipping men as the Kerr Line.

"American steamship officials are not greatly impressed by the statement that unless the Shipping Board vessels are put upon these Hamburg routes British or other European vessels would take advantage of the opportunity. It should be remembered that British and North European steamships in general would have to go only a little out of their way to receive or discharge a few hundred tons of cargo at Hamburg, while our Government-owned ships could not serve the old Hamburg trade to the Orient, for example, without entirely being taken out of and kept out of American ports and devoted exclusively, or almost exclusively, to the promotion of German commerce.

"While I feel that private steamship owners, with their own American staffs and on their own responsibility, can justifiably undertake to do this, I do not want to see our Government attempt to practically go into partnership with Hamburg.

everywhere be seeking to serve German interests first, and only, if we have any ships to spare for Hamburg routes, they should be absolutely under control of American agents at Hamburg.

"All practical steamship men know the spirit that has always characterized the Hamburg-American Company. Nothing can be more certain than that any use by the company of 50 per cent. of German and 50 per cent. of American ships will be an exceedingly short-lived arrangement.

"The American ships, having served the German purpose and having rehabilitated the German routes, will be cast out at the very first opportunity and any profit that may meanwhile have accrued by the Shipping Board will prove to have been purchased at a heavy price of injury to the American Merchant Marine, and American commerce.

"This is a view of the situation which I know is held by American shipowners generally. Our association includes practically all the American owners of sea-going tonnage in the Atlantic, Gulf and Pacific ports of the United States, and our action of yesterday in entering a protest against any partnership with the Hamburg-American Line was absolutely unanimous. I believe the Shipping Board will hear from the exporters, manufacturers and merchants of the country in exactly the same way as soon as they realize that our own Government proposes to put its own large ships at the disposal of the Hamburg-American Company before our own regular steamship services, and particularly our mail and fast freight service, have been properly established."

TRACKLESS TROLLEY CARS.

The Highway Committee of the London County Council has decided to make trial runs with trackless trolley cars on the Eltham-Woolwich route. The experiment with these cars is an attempt to discover whether they are suitable vehicles for the new short routes designed to link up

GOLF.

PROFESSIONAL PAIRS
ENTRIES.

The draw has now been made in the Professional Pairs competition of the Royal Hongkong Golf Club, due to be played at Happy Valley. The first two rounds must be completed on or before 7th June, the next two in the following fortnight, the semi-final the following week, and the final on or before July 5. Forty-two couples have entered, giving ten games in the first round and sixteen in the Second. The following is the draw in the first round.

W. D. Kraft and E. T. Singer (26) v E. Newhouse and A. B. Purves (23).
L. W. Taylor and H. M. Edwards (18) v P. V. Kilgour and F. W. Vining (23).
G. M. Young and E. V. D. Parr (23) v A. L. Burnie and P. E. de Paravicini (12).
R. Henderson and J. Rodger, Jr. (19) v J. W. Taylor and R. Hancock (21).
H. H. Gompertz and J. R. Wood (31) v W. I. Morrison and R. G. Camidge (19).
W. G. Brown and F. Sojar (20) v T. W. Hill and K. S. Morrison (28).

R. M. Smith and C. A. Peel (11) v F. S. Harrison and J. W. Alabaster (18).
C. E. H. Beavis and E. J. Grist (11) v L. M. Whyte and A. G. Coppin (26).
A. M. D. Wallace and R. D. Greenhalgh (21) v A. H. Holyoak and J. Owen Hughes (28).

H. West and E. B. Lambert (34) v D. R. Newcomb and D. Reid (26).
SECOND ROUND.

The following couples are drawn together in the second, together with the winning couples in the first.

G. W. Swell and G. H. Wilson (24) v N. Harper and T. W. Doyle (27).
C. L. Hocking and H. G. Bagnall (12) v W. S. Brown and J. Hooper (26).

J. McLaren and A. K. Henderson (20) v G. E. Stewart and F. A. Dunsdale (22).
F. Maitland and L. S. Greenhill (25) v R. Bruce and A. C. Leith (15).

E. G. Gifford and P. J. Falconer (28) v A. G. M. Fletcher and E. E. Halliday (32).
G. S. Archbutt and R. A. Broad (14) v J. Rodger and G. M. Shaw (31).

A. H. Hollingsworth and R. E. O. Bird (34) v R. O. Hutchison and N. L. Smith (7).
J. L. R. Archer and K. A. M. Tunny (22) v J. Johnston and L. S. Leath (17).

Handicap of the difference between the respective Handicaps—22 strokes—stroke of over to competitors. Should any Foreman be employed on the date the second round is played the match passes into the next round.

LAWN TENNIS.

YESTERDAY'S MATCHES.

The Mixed Doubles Handicap event in the H.K.C.C. tournament was completed last evening, when Major Bowen and Mrs. Timms (owe 25) beat Major and Mrs. Greenaway in the final tie by two straight sets, the score being 6/3, 6/1. From the manner in which the match started it looked as though a close tussle would be seen, for the score was three-all in the opening set. The Greenaways, however, then fell away badly and only got one more game. The handicap, though not great, was too much for them. In the early stages, the losing pair were playing well together, whereas Major Bowen was doing too much poaching and his partner could not get into stride. But after the sixth game the situation changed, Mrs. Timms getting in some fine work and showing herself to be a very polished player. On the other hand, Mrs. Greenaway went to pieces and could scarcely do anything right. The men did not give a very good display, whilst the whole match was lacking in attractiveness.

Captain Monteith and Major Timms (scr.) met and defeated F. A. Redmond and J. D. Wright (owe 3/6) in the semi-final of the Men's Doubles Handicap, the score being 6/3, 7/5, thus qualifying to meet Major Greenaway and Major Ardoino in the final.

DAIRY FARM NEWS.

Received new shipments

LAMB, MUTTON, BEEF,
RABBITS, HARES,
&c &c
From Australia.

KIPPERS, FINNAN HADDOCK,
FILLET HADDOCKS,
direct from the Scottish Fisheries.

PICNIC CHEESE

Prepared by us
and put up in neat glass jars
at 30 cents per jar

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CAL-PA-CO offers something entirely new in interior finish.

MANUFACTURED BY THE
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HOTEL MANSIONS

AVIATION.

WIRELESS DIRECTION OF
AIRCRAFT

The following has been forwarded by Colonel Smallwood for publication in the *Telegraph*:—Great studies have been made with wireless direction for aircraft. An interesting experiment was recently carried out with a Handley Page commercial aeroplane which strikingly illustrated possibilities of the wireless telephone as a method of directing aircraft from the ground. Whilst flying on the London-Paris air route recently, with a Maroon wireless telephone equipment on board, the pilot was throughout the flight in constant communication with ground stations.

On the journey from Cricklewood to Paris, the aeroplane when over Croydon received a spoken message from Hounslow giving a weather report, and whilst over Beacon Hill the machine received a message from Lympne. During the journey to the coast seven wireless stations were communicated with. When over the Channel the pilot sighted another Handley Page proceeding from Paris to Cricklewood and gave a message to Lympne announcing the approach of the latter machine.

On the return journey from Paris to Cricklewood the weather reports received by the wireless telephone installed in the machine enabled it successfully to accomplish the journey despite the extremely bad weather. Low clouds and mists obscured the Channel when Boulogne was reached but Lympne told him by wireless that conditions were improving on the other side. The pilot therefore decided to continue his journey over the Channel although a single engine machine had turned back, and later he was informed that the weather was rapidly clearing and would be excellent by the time the machine arrived over the English coast. The pilot admits that had he not received these extremely valuable answers to his wireless questions he would have hesitated to attempt the Channel crossing in such inclement weather. The journey was a complete success, the voice being remarkably clear over a distance of a hundred miles and the course of the aeroplane was "plotted" throughout the London-Paris journey by the ground stations.

These practical experiments with wireless telephone prove that machines large enough to carry the equipment need never be lost in a fog, and the pilot's bugbear of running into foggy weather will cease to exist. Many a time a pilot has to decide to abandon a long journey from fear of worse to come; the telephone will give him every feeling of security and enable him to carry on with full knowledge of what is before him. They also afford an interesting indication of how aeroplanes could be guided by wireless, even when visibility is so bad that the entire route lies shrouded in fog and the terminal aerodromes heavily obscured.

The public have already been provided with reliable proof of the possibilities of commercial flying, but in the near future, when science and experienced organization has had more time to come into play, consistent flying will be practical in almost any weather and increased services possible. The coming months will drive home the lessons which by sheer perseverance in the face of enormous difficulties the organisers of pioneer air services have already been able to place before the business community of the world.

MADE HER INFANT WELL AND
STRONG.MOTHER'S STRONG TRIBUTE TO
BABY'S OWN TABLETS.

"I can scarcely say too much in praise of Baby's Own Tablets, as they made my baby well and strong. I think every mother should keep these Tablets on hand at all times, writes Mrs. R. S. Martin, of Pearcefield, New York, U.S.A.

Many other mothers tell of similar experiences; in fact Baby's Own Tablets have a remarkable record of success as a remedy for the common ailments of infants and young children, such as simple fever, indigestion, constipation, colic, vomiting, diarrhoea, croup, eczema, teething troubles. They expel worms, induce health-giving sleep, good appetite and regular development. Are guaranteed to be harmless and absolutely free from opiates, narcotics, or injurious drugs of any kind.

Of chemists, or post free at 60 cents the vial from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

NOTICES.

AERTEX CELLULAR
— UNDERWEAR —

THE HEALTHIEST AND MOST COMFORTABLE FORM OF UNDERCLOTHING FOR HOT SEASON WEAR. ABSOLUTELY UNSHRINKABLE.

— STOCKED IN THREE QUALITIES —

QUAL 933
VESTS, SHORT SLEEVES ... \$2.50 ea.
DRAWERS, KNEE LENGTH ... \$2.50 ea.
QUAL 1010
VESTS " " ... \$3.00 ea.
DRAWERS " " ... \$3.00 ea.
QUAL 1080
VESTS " " ... \$4.75 ea.
DRAWERS " " ... \$4.75 ea.



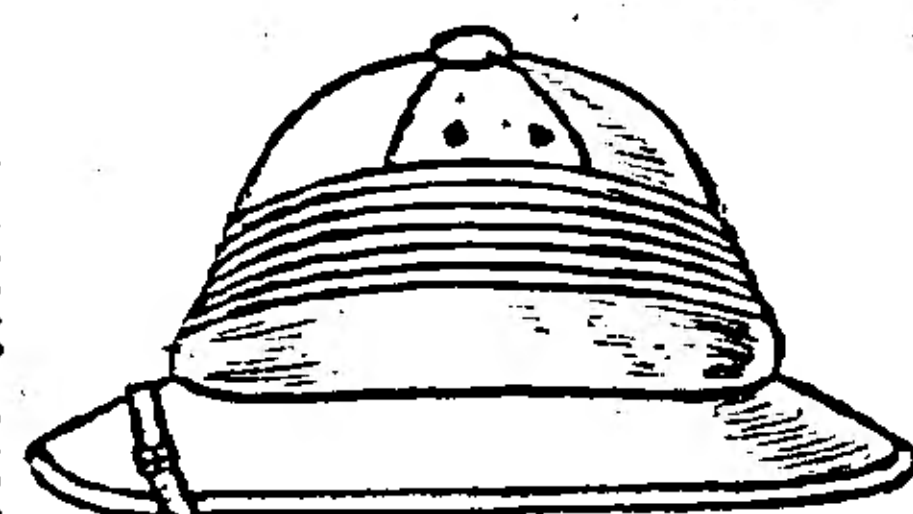
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ONLY IN

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- A2761 Sweet Hawaiian Moonlight Waltz Kalaluki Hawaiian Orchestra
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A2200 Kawa Kahio Medley Fox Trot Kalaluki Hawaiian Orchestra
Till We Meet Again Waltz Kalaluki Hawaiian Orchestra
A2743 Beautiful Ohio Guitar Duet Louise & Ferrera
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RISE IN FIRST COSTS AND
THE FALL IN EXCHANGE WE
ARE OBLIGED TO REDUCE
OUR DISCOUNTS TO CUSTOM-
ERS TO FIVE PER CENT.

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GERIN, DREVARD & CO.
4th Floor, Hotel Mansions. Tel 114.
and at Canton.

SKOOKUM PACKING

PACIFIC SHIPPING.

C.P. & S.

SAILINGS
HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Nippon) Kobe & Yokohama)

FROM	DATE	DUK
Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
Monteagle	June 8	June 23
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 3
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Monteagle	Oct. 21	Nov. 8
Empress of Russia	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3

Through Japan to United Kingdom.

JAPAN TO U.K. via Suez Canal. 1st of June. 1920. 1234 00

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PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" & "COLOMBIA"
HONGKONG TO SAN FRANCISCO
Via Shanghai, Kobe, Yokohama & Honolulu.
THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
SAILINGS FROM HONGKONG AT NOON.
S.S. "VENEZUELA" ... Tuesday, May 18th.

ALSO
The following U.S. Shipping Board vessels

S.S. "WEST CADDON" ... Saturday May 22nd, for San Francisco direct.

S.S. "EASTERN MERCHANT" ... Tuesday May 25th, for San Francisco via

Shanghai and Japan Ports.

S.S. "WEST CONOB" ... Beginning of June, for Baltimore, via Suez and usual

Ports of call.

HONGKONG-CALCUTTA SERVICE.

S.S. "CADDOPPEAK" ... Saturday May 22nd, for Madras, via Singapore, Port

Swettenham, Penang, Rangoon and Calcutta.

Cargo accepted on through Bills of Lading to all Ports in the United

States and Canada, also through Bills of Lading issued to Baltimore, Havana,

Central and South American Ports.

For further information apply to:-

PACIFIC MAIL S.S. CO.

Hotel Mansions,

Cable Address "SOLANO."

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PACIFIC SHIPPING.

DOLLAR LINE.

SAILINGS FROM HONGKONG FOR
VANCOUVER.

NEW YORK VIA PANAMA.

STEAMERS. SAILING DATE.

"BESSIE DOLLAR" ... MAY 26TH.

"GRACE DOLLAR" ... JULY 18TH.

Through Bills of Lading issued to all parts of United States or Canada.

"Movements subject to change without notice."

For particulars for freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

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TEL. 795.

792.

SAN FRANCISCO.

U.S.S.B.

STEAMERS. SAILING DATE.

"WEST HEPBURN" ... MAY 28TH.

"WEST HARTS" ... JULY 1ST.

THE ROBERT DOLLAR CO.,

Tel. 795 & 792

Gen. P. O. Bldg.

3rd Floor.

HONGKONG
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SAIGON
SAMARANG

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REGULAR FORTNIGHTLY SAILINGS
TO AND FROM
THE ABOVE NAMED PORTS
NEXT SAILING

U. S. S. B. "CADARETTA"

Sailing on 14th May.

U. S. S. B. "LAKE ONAWA"

Sailing on 22nd May.

Operated on behalf of U.S.S.B. Emergency Fleet
Corporation. Through B/L issued to any port or
common point destination in America or Canada.

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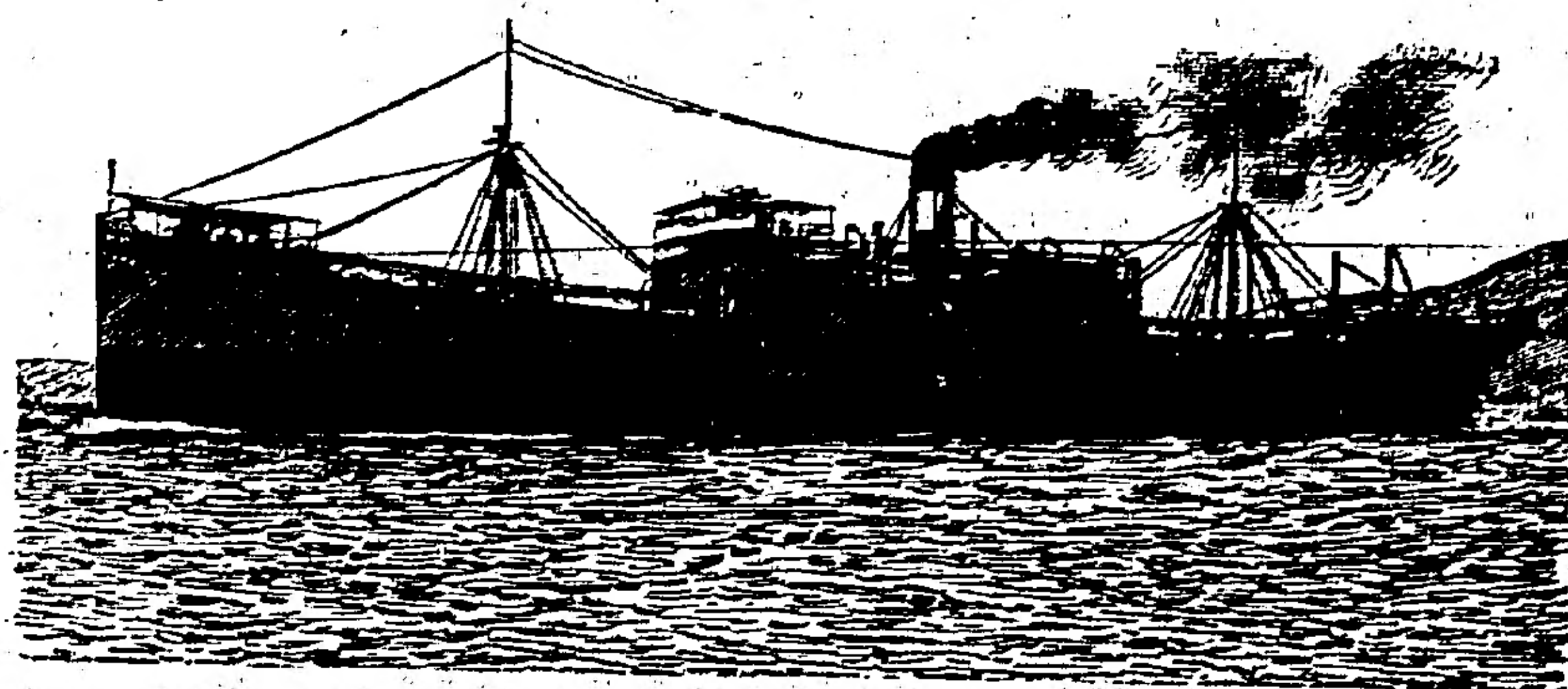
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Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition;

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Rock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195-ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

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PACIFIC STEAMSHIP COMPANY, LTD.

TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipyard Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER
(Calling at Shanghai and Kobe)

"EDMORE" ... About May 18 ... "ICORUM" ... About June 22

"CROSSKEYS" ... June 10 ... "WHEATLAND MONTANA" ... July 12

For PORTLAND direct.
(Calling at Shanghai and Kobe)

"MONTAGUE" ... June 15th ... "WHEATLAND MONTANA" ... July 12th

Through Bills of Lading issued to Overland Common Points.

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Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

Sailings **PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hong-kong (about)	Destination
DUNERA	5,400	15 May, noon	Singapore, Colombo & R. Bay.

BRITISH INDIA-APCAR SAILINGS (South)

MUTTRA	4,700	19th May	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	25th May	Sydney via Sandakan, Timor, Thursday Is., Cairns, Townsville & Brisbane.
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SAILINGS TO SHANGHAI & JAPAN.

NELLORE	7,000	17 May, 4 p.m.	Shanghai, Kobe, Yokohama
DELTA		18 May, 11 a.m.	Shanghai

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 ft. x 1 ft. will be received at the company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points—U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Calling Manila) Sat., 22nd May, at 11 a.m.

FUSHIMI MARU (Calling Manila) Tue., 25th May, at 11 a.m.

TAJIMA MARU (Calling Manila) Wed., 26th May, at 11 a.m.

KATORI MARU (Calling Manila) Fri., 28th May, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

MISHIMA MARU (Calling Manila) Sat., 22nd May, at noon.

SAGA MARU (Calling Manila) Fri., 28th May, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOOKA MARU (Calling Manila) Fri., 11th June.

LIVERPOOL & MARSEILLES via Singapore, Cebu, Suez & Port Said.

KAMAKURA MARU (Calling Manila) Fri., 28th May.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU (Calling Manila) Wed., 26th May, at 11 a.m.

TANGO MARU (Calling Manila) Wed., 26th May, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KANAGAWA MARU (Calling Manila) Sun., 23rd May.

BOMBAY MARU (Calling Manila) Fri., 28th May.

CALCUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU (Calling Manila) Sun., 16th May.

SANKU MARU (Calling Manila) Mon., 24th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGU MARU (Calling Manila) Sun., 23rd May, at 11 a.m.

NINKO MARU (Calling Manila) Fri., 28th May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

INABA MARU (Calling Manila) Thursday, 20th May, at 11 a.m.

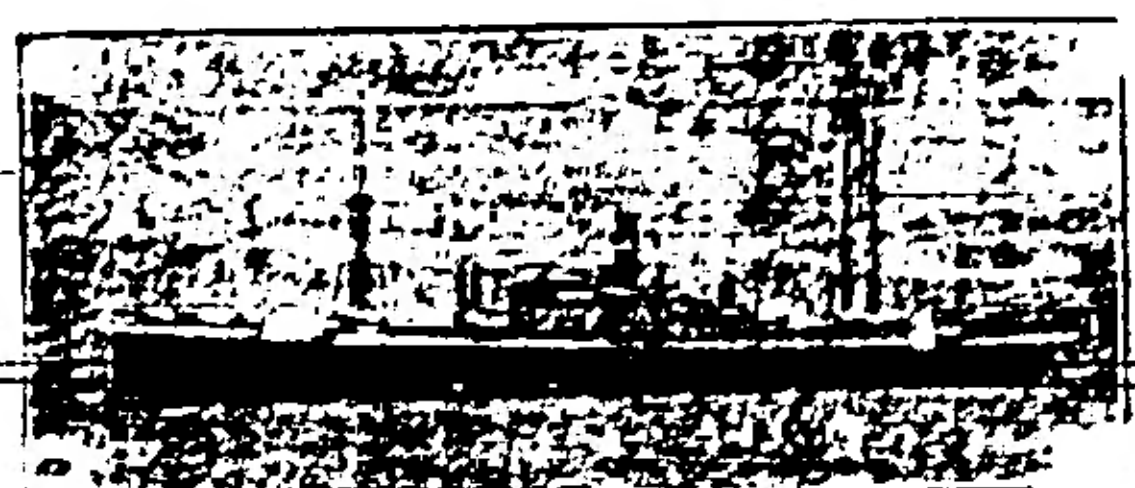
TSUSHIMA MARU (Calling Manila) Sun., 23rd May.

KAMO MARU (Calling Manila) Thursday, 27th June, at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 232 & 231. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected to arrive	Will start on or about	For
Haiyang	Japan	in port	18th May	Java.
Tjisalak	Japan	19th May	22nd May	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING
JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian

Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

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Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly

direct service via Singapore and Port Said.

"HAYRE MARU" (Call Marseilles) Wednesday, 30th June.

"HIMALAYA MARU" (Call Marseilles) Middle of July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and

Cape Town via Singapore.

"PANAMA MARU" (Call Marseilles) Friday, 28th May.

"SEATTLE MARU" (Call Marseilles) Sunday, 4th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

SIAM MARU (Call Marseilles) Saturday, 15th May.

"LUZON MARU" (Call Marseilles) Sunday, 23rd May.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"UNNAN MARU" (Call Marseilles) Tuesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Islands.

"MITSUKI MARU" (Call Marseilles) Monday, 7th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fort-

nightly service touching at intermediate ports in Japan

and taking cargo to overland points U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"AFRICA MARU" (Call Manila) Wednesday, 26th May.

"CHICAGO MARU" (Call Manila) Saturday, 5th June.

NEW YORK Regular monthly service via Japan ports, San

Francisco, Panama and Cuban Ports.

"ALASKA MARU" (Call Manila) Monday, 24th May.

JAPAN PORTS—Mojik, Kobe, Yokkaichi & Yokohama.

"MADRAS MARU" (Call Kobe & Yokohama) Wed., 26th May.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon

passengers and will arrive at and depart from the O. S. K.

wharf, near the Harbour Office.

"KAJO MARU" (Call Manila) Sunday, 16th May.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" (Call Manila) Thursday, 20th May.

SHISSU MARU (Call Manila) Monday, 14th June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer. Arrived Hongkong from Australia. Leaves Hongkong for Australia.

TAIYUAN 19th May. 24th May.

CHANGSHA 17th June. 22nd June.

This steamer is fitted with Refrigerating machinery, ensuring

a plentiful supply of ice, fresh provisions etc., and has superior

accommodation with Electric Light throughout and Electric Fans in

the State-rooms. A duly qualified Doctor is carried. Reduced Fares.

Cargo booked through to all Australian, New Zealand and Tas-

manian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 35. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach

the undersigned.

Subject to change without notice.

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General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

VIA PANAMA CANAL.

"BOLTON CASTLE"

Sailing about End of May.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "AFRICA"

Sailing on or about 31st May.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAVA.

S.S. "RIOJUN MARU"

Sailing on or about 13th May.

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific,

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African

ports, with transhipment at Calcutta, in conjunction with

the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD. Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination Steamer Sailing

TIENTSIN via Chefoo. Chipping Sat., 15th May at 4 light.

SHANGHAI. Hongsang Sun., 16th May at 4 light.

SHANGHAI. Choysang Tues., 18th May at 4 light.

HAIPHONG via Hoihow. Taksang Tues., 18th May at 4 a.m.

Kobe. Lalsang Tues., 18th May at 5 p.m.

SHANGHAI. Kwongsang Thurs., 20th May at 4 light.

S'PORE, Pang via Amoy. Fookshang Mon., 24th May at 3 p.m.

SANDAKAN. Hongsang Thurs., 27th May at noon.

CALCUTTA LINE—This Line now affords regular sailings to

Calcutta, Penang and Singapore; Returning from Calcutta

steamers proceed via Straits and Hongkong to Japan,

occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted

with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between

Canton and Shanghai, sometime calling at Swatow. Through

tickets can be obtained and through Bills of Lading are issued

all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by

vessels with good passengers accommodation, sailings from

both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers

and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and

Sandakan by a steamer having up-to-date accommodation

for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton,

Labuan, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov

between Hongkong & Tientsin calling at Weihaiwei & Chifu.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or
about 14th May, for SINGAPORE, PENANG &
CALCUTTA.

Through Bills of Lading issued to RANGOON,
PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail

SHANGHAI & TSINGTAO Tean 15th May at 4 p.m.

W'WEL, C'FOO & TIENTSIN Hulchow 16th May at 4 light.

H'HOW, P'HOI & H'PHONG Kailow 16th May at 9 a.m.

SWATOW & SINGAPORE. Hupeh 16th May at 10 a.m.

SAMARANG, SOERABAYA

and PANARUKAN. Taikoo Wan Yi 17th May at 3 p.m.

SWATOW & BANGKOK. Luchow 18th May at 10 a.m.

AMOY, SHAI & PUKOW. Shantung 18th May at 3 p.m.

SHANGHAI. Sunning 20th May at noon.

MANILA, CEBU & ILOILO. Taming 25th May at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation, amusements, Electric Light and

Fans in Saloon and State-rooms. Regular schedule service between

Canton, Hongkong and Shanghai (three weekly), and Tientsin

weekly, taking Cargo on through Bills of Lading to all Yangtze

and Northern China Ports. Passengers are landed in Shanghai

avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via S'w'w.

For Freight or Passage apply to

BUTTERFIELD & SWIRE

Agents.

Telephone No. 35.

Hongkong May, 14, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having

good accommodation for First Class Passengers. Electric Light and

Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FUZHOU AND RETURN

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Hailong. Ed. Walker. FRI. 14th May at 2 p.m.

Hainong. W. C. Starnore. TUES. 18th May at 2 p.m.

Haiching. A. H. Stewart. FRI. 21st May at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"EURYMACHUS" via Panama 26th May.

"HOWICK HALL" via Suez 27th May.

"DEUCALION" via Suez 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. INABA M. (European Line.) left London for this port via Suez on the 9th April, and is expected here on the 19th May.

The N. Y. K. s.s. TSUSHIMA M. (Liverpool Line.) left Liverpool for this port via Suez, on the 10th April, and is expected here on the 23rd May.

The N. Y. K. s.s. AWA M. (Liverpool Line.) left Glasgow for this port via Suez on the 23rd April, and is expected here on the 4th June.

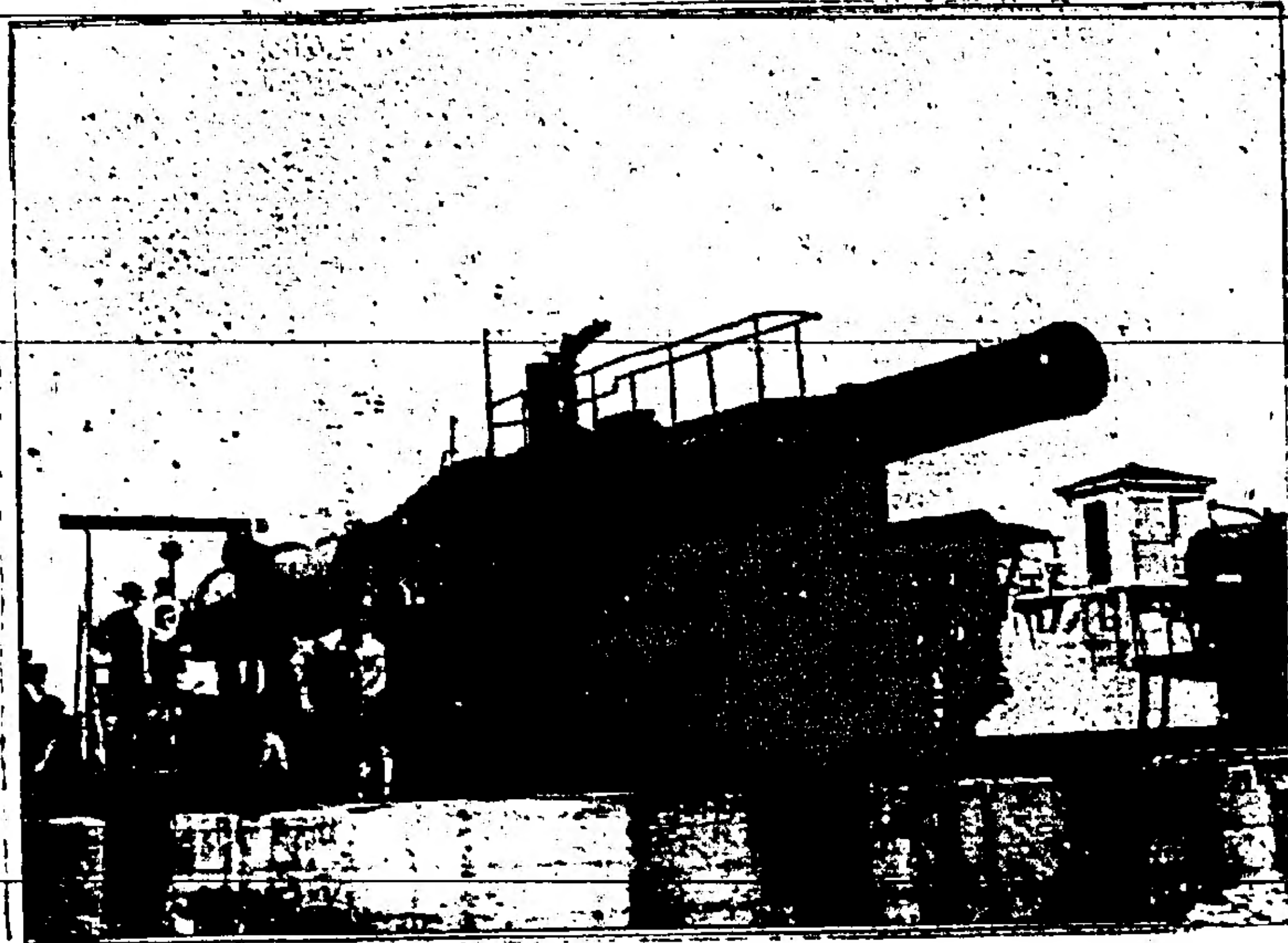
The s.s. METHVEN arrived at Yokoh

TO-DAY'S PICTURES.



SULTAN OF TURKEY.

Here is an exceptional likeness of the Sultan of Turkey. It is the most recent photo and shows the shadow of a soldier saluting, cast on the Sultan.



NEWEST DISAPPEARING GUN.

America's latest type of disappearing gun photographed at the Sandy Hook Proving Grounds, N.J., where it underwent its first firing tests.



GEN. SIR GEO. F. MILNE.

General Milne is in charge of the Allied force which recently occupied Constantinople and assumed control of the posts, telegraphs and telephones.



A FINE BOXER.

Above is seen "Boy" Mc Cormick, light heavyweight champion of Great Britain, who has fought 11 times while on tour in the United States and has not tasted defeat once.



EMIR FEISAL.

Emir Feisal, son of the King of Hedjaz, who was recently chosen King of Syria and announced the complete independence of his people. He is the tall figure in the centre.



CHRISTENED WITH WATER FROM MARNE.

A bottle of water from the Marne river was shipped across the Atlantic to be used in christening the s.s. Marne, built at the Hog Island shipyard.

DOINGS OF THE BUFFS

Tom Comes Close to Landing a Place.

BY ALLMAN

